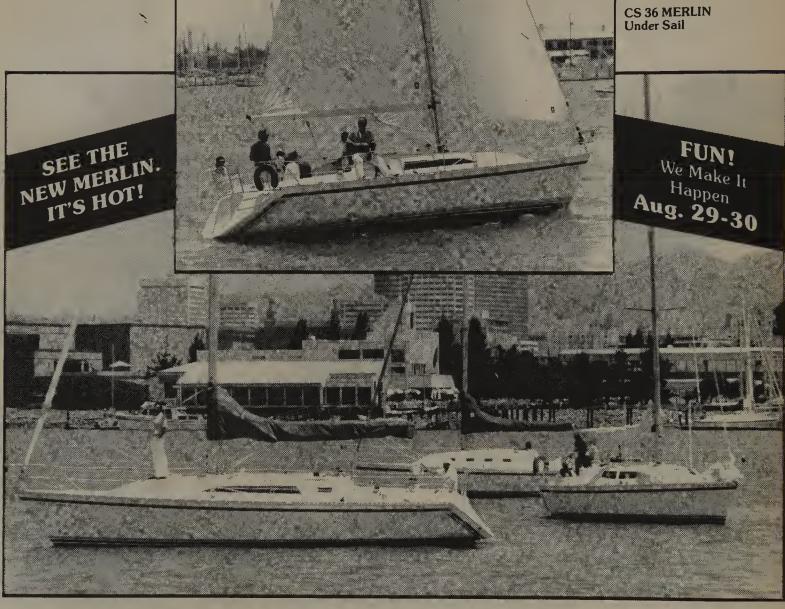


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Bloom County

"Bloom County," Mark and Carl Ondry's custom 31-footer, performed a little Meadow Magic and won it all in the now famous South Tower Race: first to the weather (and one and only) mark, first to finish (against larger and faster boats) and first overall on corrected time.

The T-shirts from the race say it all: "140 miles of pure joy." And it is. A challenging, complex race from Stockton to the Bay and back.

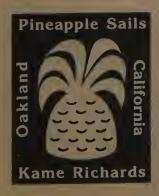
Light winds and heavy, upwind and down — "Bloom County's" Pineapple Sails worked a magic of their own. The Kevlar main defied the puffy winds, the genoa (dubbed "Oliver" by the crew, but clearly no hacker on the race course) withstood the myriad tacks required to beat along the river and the spinnakers (heavy and light) pulled the boat to a triumphant finish.

Another success story. It could happen to you!



BLOOM COUNTY

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2 Sails in need of repair may be dropped off at: Svendsen's in Alameda West Marine Products in Oakland • Boaters Supply in Redwood City



PINEAPPLE SAILS

*Powered by Pineapples

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MAY 1, 1987 PAPEARI, TAHITI LAT. 517° 45' LONG. W149°22' IF WE HAD TO DO IT OVER WE WOULD HAVE PURCHASED A PASSPORT 40. FORTUNATELY, THAT IS JUST WHAT WE DID, FOUR YEARS DEAR PASSAGE YACHTS, AGO THIS MONTH. AFTER LIVING ABOARD SINCE TAKING DELIVERY AND CRUISING THE PACIFIC SINCE LAST NOVEMBER WE HAVE CON-CLUDED THAT THERE IS NO OTHER 40' PRODUCTION BOAT WITH THE INTEGRITY, SPACE, LOOKS, AND OH YES, PERFORMANCE. IT WAS FUN PASSING ALMOST EVERY BOAT WE ENCOUNTERED WHEN WE SAILED THE S.F. BAY AREA. NOW THAT WE ARE CRUISING IT'S EVEN MORE FUN SPENDING SEVERAL DAYS AT SEA AND NEVER SIGHTING ANOTHER VESSEL. OF COURSE EACH NEW CERTAIN FEATURES HAVE PROVEN TO BE OUTSTANDING. THE LANDFALL 16 YET ANOTHER EXCITEMENT. ENGINE LOCATION IN THE MAIN CABIN HAS TWO ADVANTAGES: ENGINE ACCESSABILITY AND A LARGE OPEN LAZERETTE. THE WIDE CABIN GIVES A FEELING OF SPACIOUSNESS. IN HEAVY SEAS THE UNDERBODY MAKES FOR GOOD TRACKING AND THE FORWARD CABIN IS HABITABLE. THERE IS ENOUGH ROOM BELOW TO STOW 7 SAILS, INFLATIBLE DINGHY, FOOD FOR 3 MONTHS X 3 PEOPLE, 70 CHARTS, 100 BOOKS, LOTS OF TOOLS AND SPARES, ELECTRONICS, GENERATOR, CLOTHES, SNORKEL EQUIPMENT, ETC. TOPSIDE WE STOW LIFE RAFT, HARD DINGHY AND (5) 5 GALLON JUGS AND WE WE COULD GO ON BUT I THINK YOU GET THE PICTURE. STILL LOOK CLEAN. BEST REGARDS Vichard P.S. USE ANY OF ALL OF THIS IN YOUR ADVERTISING RICHARD & JILL OF WAIMEA IF YOU WISH. PassageYac 1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (415) 236-2633 (800) 233-4048 See all the Passports at our docks! 37 40 42 47 51

CONTENTS

subscriptions	17
calendar	21
letters	31
loose lips	83
sightings	88
tp'87 - slip sliding away	106
transpac wisdom	118
'little o' does the delta	120
catalina	126
mex boat prep	132
multihull transpac	138
on the edge of nowhere	142
it's only friday night - max	146
overboard - five in july	150
the racing sheet	154
changes in latitudes	166
classy classifieds	179
advertiser's index	189
brokerage	190

COVER PHOTO: SHIMON VAN COLLIE
'Merlin' surfs through a daytime re-creation
of her line honor charge down the Molokai channel.
Graphic Design: K. Bengtsson
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Bay Area's Best Brokerage Buys



Cal 2-39. Professionally maintained. New Reckman-furling jib. Auto-pilot. Loran WP/WS. Oversized self-tailing winches. Death in family forces sale. Priced far below market – shows far above market. \$74,950.



Annapolis 44. Superbly constructed by Uniflyte for Naval Academy. Well proven off shore racer/cruiser. These classics are rarely for sale. 13 bags. Priced to sell at only \$60,000.



Allied 36' Ketch. Built by Allied, who manufactured first fiberglass sailboat to circle globe. Spacious interior cabin. Dodger. Windlass. \$64,900.



Mariner 32 Ketch. 1972. A very attractive traditional style cruiser. Powerful Perkins 4-107 diesel. \$34,900.



NorWest 33. Chuck Burns designed for the serious offshore cruiser. Cruise equipped with auto-pilot, loran, dodger. Rigged for single handler. \$58,000.



Cal 2-25. 1978. Exceptionally clean. Diesel. Lines led aft. Seven North sails. Spacious interior. Excellent buy at only \$16,950.

,	MILLIE	1. \$30,000.					
	51'	Passport 1985	355,000	•	34'	Wylie	(2) 48,000
	50'	Steel Cutter	240,000	•	33'	Wylie, Cold Mold	45,000
	47'	Formosa 1981	139,000	•	33'	Hunter	41,950
	47'	Passport (2)	165,000	•	33'	Nor'West 33	58,000
	47'	Valiant	250,000	•	33'	Morgan Out-Island	34,950
	46'	Farr 46, Cruiser	198,000	•	35'	Traveller	43,950
	46'	Island Trdr Ketch	165,000	•	32'	Mariner Ketch	34,900
	46'	Petersen	135,000	•	32'	Pearson 323	39,500
٠	44'	Annapolis Classic	60,000	•	32'	Challenger	36,000
	44'	Peterson Cutter	133,000	•	31'	Allmand	41,900
•	43'	Farr 43	195,000	•	30'	Islander	26,500
٠	43'	C&C	78,000		30'	Newport	29,800
	42'	Pearson 424		•	30'	Pearson	24,000
		Ketch (2)	125,000	•	30'	Catalina 30	30,000
	41'	Perry	125,000		30'	Ranger	36,000
		Cheoy Lee	99,500		30'	Cal 3-30	31,000
٠	41'	Whitby Caribe	55,000		29'	Cal 2-29, Diesel	22,300
٠	41'	Newport	75,000	•	29'	Ericson	(2) 21,950
٠	40'	X-1 TON	125,000	•	29'	Bēnēteau	42,000
•	40'	Lidgard	89,500		28'	Ericson 28+	38,950
	39'	Freya '	79,500	•	28'	Islander	(3) 28,000
	39'	Lancer Motor		•	28'	Pearson	31,500
		Sailer	105,000	•	28'	Southern Cross	25,900
٠	39'	Cal MK II, Bristol	74,500	•	28'	Mair	19,500
	38'	Farallone Clipper	35,000	•	27'	Cal 2-27	(2) 21,000
	38'	Bēnēteau	95,000	•	27'	Vega, Swedish	17,000
۰	38'	Catalina, Beautiful	69,500	•	27'		11,200
	37'	Gulfstar	70,000	•	27'	Nor'Sea	(2) 31,900
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٠	35'	Coronado	42,000	•	26'	Intl Folkboat	11,500
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		Santana	54,950	•	25'	Cape Dory	10,500
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٠	35'	Colombia 10.7	44,500	•	23'	Ranger	(2) 8,900
•	34'	O'Day	54,000	•	23'	Sprinta Sport	11,000
•	34'	Cal, Very Clean	34,500	•	Come	e to Brickyard Cove to	see these boats.



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27' O'DAY, 78. Inboard, VHF, tabernacled, owner will finance . . \$14,400 26' COLUMBIA, 71. Roomy, inboard, nav. gear, tabernacled . \$12,000

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25' CORONADO, 76 Good sall inventory, O/B, extras, Monterey \$11,000 24' NEPTUNE. 82. Fixed keel, O/B, trailer, like new\$11,000

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* Symbol indicates that permanent slip is transferable in Moss Landing

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See the new 41' Newport. She is gorgeous! Equipped with a 40 HP diesel and driven by a full batten main, Harken furling, cruising spinnaker, customized with aft cabin, dodger, refrigeration, windlass and the latest navigation gear, this yacht will delight you under sail! The price for a new boat, tailored to your needs will surprise you!



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"Our compliments to you and your folks on the dodger and backdrop you finished for our Union 36. It has received rave reviews from everyone!"

Sincerely,

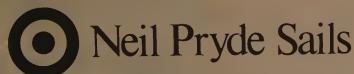
Jay Walker

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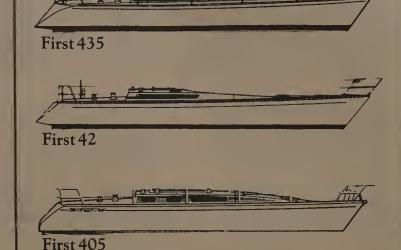
The UV FURLER keeps its smooth efficient shape whether you use it as a storm jib, a 150% genoa or any size in between. The UV FURLER can do this because the computer designed radial constructed panels optimize the warp oriented sail cloth in the directions of load and stress. In addition, the graduating cloth weights in these panels provide a light sail to set well in light air, yet a sail robust enough to be used reefed. The foam padding sewn in the pocket behind the luff reduces camber as the sail is rolled up providing flatter sail shape for high wind efficiency. The grey UV resistant sailcloth on the leech and foot provides sun protection without the extra weight and bulk of sewn on acrylic panels.

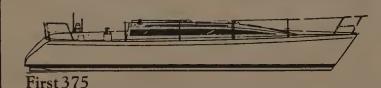
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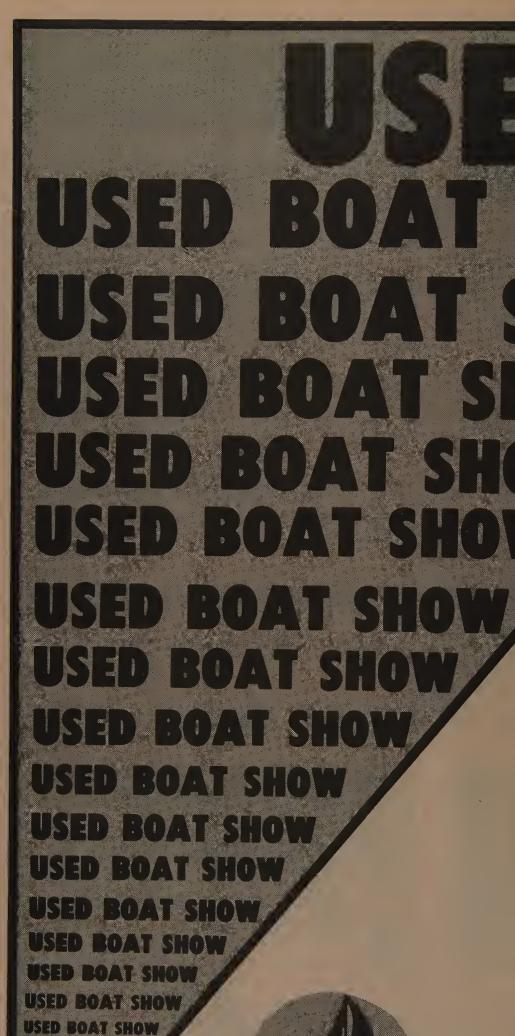
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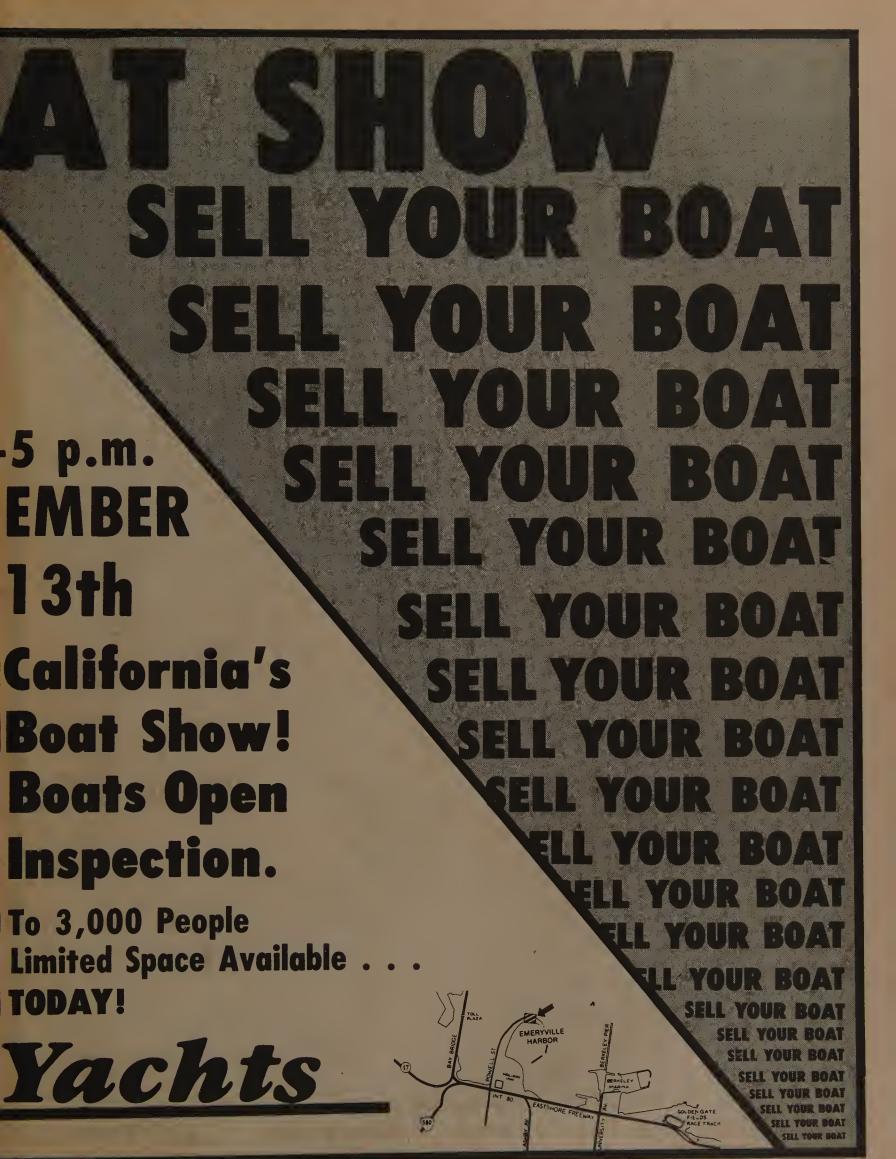
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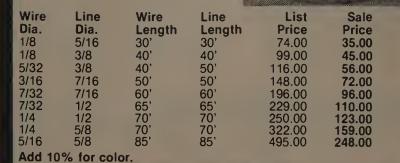


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IRWIN 52. Ketch, modified fin keel, 5 sails including mizzen stays'l & furling jib, AP, 36-mi radar, liferaft, Onan 7.5kw generator. \$160,000.



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FLICKA. I/B dsl, dodger, propane stove, AP, a trailer that's never been launched plus all the amazing Flicka



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22		15,000
25	? DANA, 1986 ? CATALINA w/trlr	49,500 12,500
	OLSON 19,500	12,500
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25	' FREEDOM (3)	21,900
26	PEARSON ARIEL	9,500
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	' CONTESSA ' H-27 Offers	20,000
	NEWPORT	17,000
	CAL 2-27	17,500
	' ERICSON	18,950
27	' CATALINA	19,500
27		21,500
	SUN	22,500
27	` '	34,000
28	' RHODES RANGER ' TAIPAN	16,500 19,500
	RANGER	24,800
29		20,000
	ERICSON (2)	19,900
30	' HUNTER	19,000
30		55,000
30		24,900
30	' PEARSON 303 ' WILDERNESS	49,950 Offers
30'		21,500
30'		22,900
30'		27,500
30		28,300
30'		29,500
	COLD-MOLDED MULL	32,750
30'		39,750
30' 30'		49,950 65,000
31'		24,000
32'		14,000
32'		27,000
32'	CHALLENGER (2)	34,500
32'		
221	KETTENBURG	34,900
32'		29,500
32' 32'		49,900 59,500
32'		62,500
33'		39,500
34'	HUNTER	49,500
34'	FISHER P.H.	115,000
35'		34,950
35°		49,500
35'		63,000 82,500
36'		42,000
36'		55,000
37'		29,500
37'		58,000
37' 37'	TAYANA	83,000
38'	BALTIC CSTM HUNTINGFORD	109,000
38'		79,500 89,500
39'	FREYA (2)	79,500
39'	FREEDOM EXPRESS SC	125,000
39'		149,000
40'		120,000
41' 41'	WOOD CUTTER GARDEN Ketch	48,500
41'	CT Ketch	49,000 75,000
41'	PERRY	94,000
42'		105,000
43'	HANS CHRISTIAN	99,500
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44' 45'	LANCER Motorsailer EXPLORER	139,500
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MORGAN 38. Excellent cruising boat & roomy liveaboard. Real estate trades considered. \$69,000.

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HUNTER 36. Drastic reduction on this barely used boat. Was \$45,000. Make offer!

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DREADNOUGHT 32. Fabulous cruising boat. Hawaii veteran. Will consider smaller boat in trade. *Drastically reduced* to \$45,900.

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NEWPORT 28. Diesel engine. Cutter rig w/ staysail boom. A great buy at \$19,900 or BEST OFFER!

'79 PEARSON 424



79 PEARSON 424. Serious cruising boat: SatNav. Loran, radar, autopilot, 3 anchors, water maker, wind generator, auxiliary generator, windvane, liferaft & more. In top shape! \$110,000.

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CATALINA 27. Great Bay & family boat with a great price of \$13,900.

CATALINA 30'



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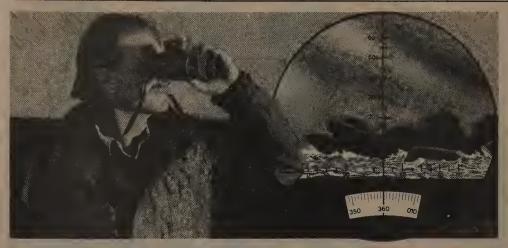
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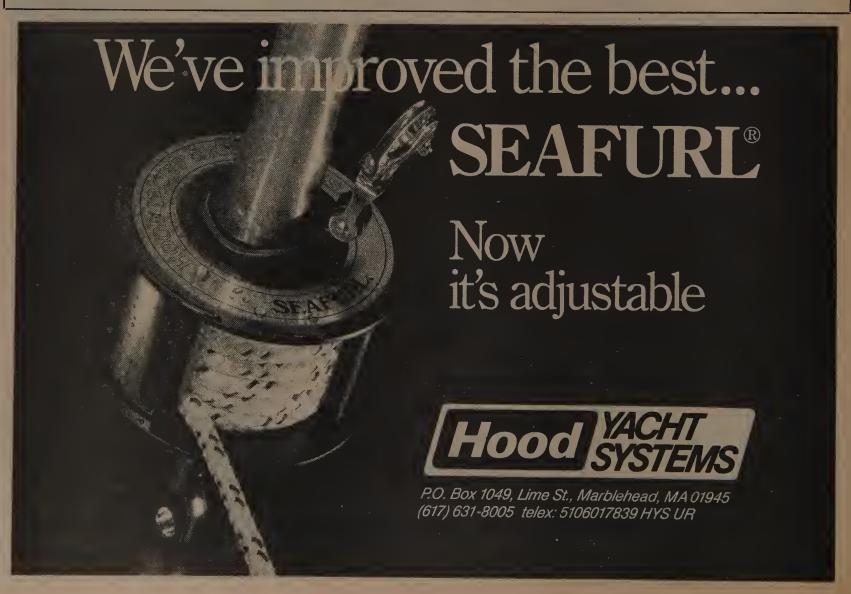
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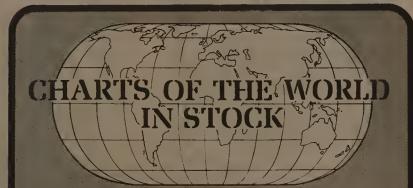
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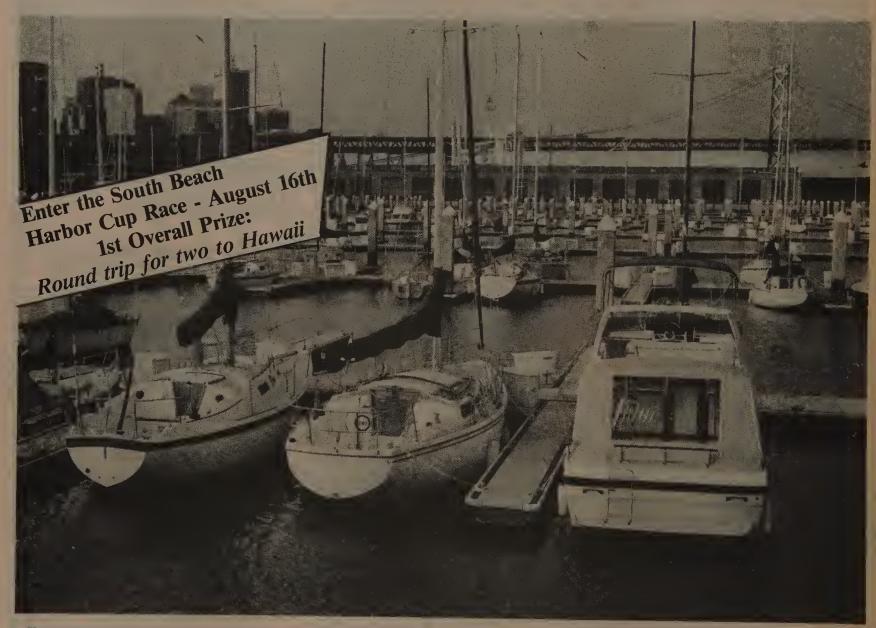
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CALENDAR

Nonrace

August 1-2 — Coronado 25 Fleet 7 cruise to Encinal YC. Contact Eric Lind, (408) 247-3752, or Bill Rossman, 682-4612.

August 7-16 — Wooden Boat Week at Tahoe Yacht Club. Boat show August 8-9. Dinners, parades, seminars, swap meet and dinner dance. Call (702) 329-9084.

Though August 10 — The historic scow schooner *Alma* will sail to some of the ports she frequented around the turn of the century. She'll be at Old Sacramento State Park August 1-2, the Boondocks Restaurant in Walnut Grove August 3, Riverview Restaurant in Antioch August 4, Vallejo Marina August 6 and Steamer Gold Landing in Petaluma August 8-9. She will return to Hyde Street Pier August 10

August 14 — Boatbuilding lecture sponsored by Call of the Sea. Bay Model Visitors Center, Sausalito. Free. For information call 331-1282.

August 15 — Chantey singing program aboard the schooner *C.A. Thayer* at Hyde Street Pier in San Francisco. Free. Call 556-1871.

August 16 — Catalina 27, Fleet 1, cruise to Pier 39 for lunch. Contact Hans Fallant, 383-5893.

Through August 21 — Summer Youth Aquatic Camps offered by the Associated Students of California State University, Sacramento. Classes in sailing, windsurfing, canoeing and others are offered youths 9-18 on Lake Natoma off Highway 50. Call (916) 985-7239.

August 22 — The Pacific Offshore Power Boat Racing Association will be racing about 40 boats at speeds up to 90 mph from Pier 39 to the Bay Bridge, around the Brothers, out the Gate to the Lightbucket and back. The races will run from 11 a.m. to about 2 p.m.

August 22 — Bathtub Regatta sponsored by the Metropolitan YC, Oakland, among others. San Leandro Bay Regional Shoreline, Oakland, noon to 5 p.m. Benefit for Children's Hospital. For information call 652-9202.

August 30 — Sail-in and barbecue at Angel Island for owners of Hunter boats. Call dealers Don Wilson, 531-2997 or Don Hatler, 367-7212 if you plan to attend.

September 6 — Two videos, including one produced by Warwick Tomkins, father of Mill Valley's Commodore Tomkins, will be shown at the Armchair Sailor Bookstore in Sausalito from noon to 5 p.m. The Tomkins video is *Fifty South to Fifty South*, and is the original black and white film of the voyages of the historic *Wanderbird* in the '30s. It shows storms, the rounding of Cape Horn and her return to San Francisco under the newly completed Golden Gate Bridge. The other video is *A Sailor's Dream*, narrated by Gary Jobson, about racing on the Bay.

September 12-13 — Wooden Boat Festival at Richmond Marina Bay. Classic wooden boats, fancy knots, sailmaking, ship carvings, nautical presentations. In conjuction with the Festival by the Bay, with folk arts, music, food, arts, crafts, kite festival, etc. Call 237-8295.

September 15, 16 — Beginning of Coastal Piloting and Celestial Navigation 1 classes at College of Alameda. Coastal Piloting classes are Mondays and Wedesdays from 7 to 9:30 p.m. Celestial Navigation 1 meets Tuesdays from 7 to 10 p.m. For information call 748-2255 or 522-7221.

September 19-27 — Bay Area Boat Show. Marina Village, Alameda. More than 150 boats and 70 booths. Admission \$5 for adults and free for children under 12. Hours noon to 7 p.m. weekdays, 10 a.m. to 7 p.m. on Saturdays and Sundays. For information call 521-2558.

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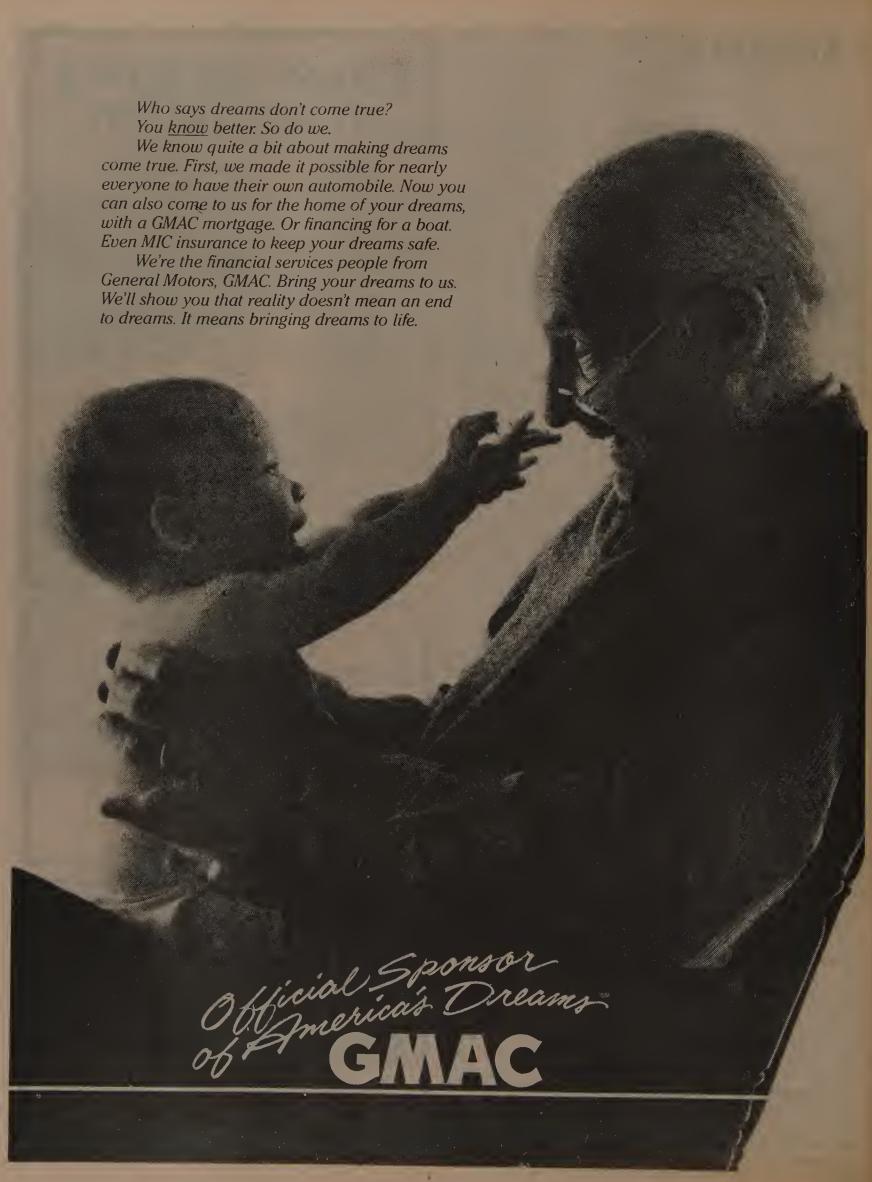
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CALENDAR

September 20-27 — Oakland SeaFest '87. Free exhibits, films, lectures, concerts and panel discussions marking the Port of Oakland's 60th anniversary.

Racing

August 1-2 — Mallory Cup, hosted by Monterey Peninsula YC. Contact Tom Allen, (415) 474-7474.

August 15 — Fourth Annual Thunderbird Open House/Boat Show. Sobstad dock, Point Richmond. Noon to 6 p.m. Contact Jim Newport, 636-0607.

August 15-16 — Race from San Francisco to Drakes Bay and back. Singlehanded Sailing Society. 332-5073.

August 15-16 — 20th Annual West Wight Potter Regatta at Encinal YC in Alameda. For information call Barbara Simpson, 254-2621.

August 15-16 — Franks Tract Regatta, sponsored by the Andreas Cove YC. Open to all keel boats, centerboards and multihulls. Contact Laura Petersen, (916) 334-8597.

August 16 — Fourth Annual Day on Monterey Bay Regatta to raise money for the United Way. A Moore 24 will be given away, along with other prizes. Contact Jay Bennett, (408) 425-4022.

August 16 — South Beach Harbor Cup Race. First prize is a trip for two to Hawaii. Contact Debra Jose, 563-1731.

August 29 – Duxbury Lightship Race. Singlehanded Sailing Society. 332-5073.

August 29 – Small Boat Racing Association, Division A Fremont Sailing Club. Contact Gene Harris at 548-3730.

August 29-30 — Small Boat Racing Association, Division B. Inverness YC. Contact Gene Harris at 548-3730.

September 4 — Windjammers Race from San Francisco to Santa Cruz. Sponsored by the Windjammers YC. For entry information call Kirt Brooks, 284-1778 or 284-1826.

September 4-6 — Pacific Coast Championships for J/29s hosted by the Corinthian YC. For information call Tom Fancher, (408) 358-2569.

September 5-6 – Santa Rosa Sailing Club's Labor Day Regatta at Tomales Bay. Contact Steve Skold, 5306 Yerba Buena Road, Santa Rosa, CA 95405, (707) 539-1782.

September 12-13 — Second Annual Plaza Cup sponsored by the Monterey Peninsula YC. Open to all Santana 35s. Call William Keller, (408) 758-3851.

September 13-19 — Big Boat Series, sponsored by St. Francis YC. Don't miss this one.

September 17 - Small Boat Racing Association at San Leandro YC. Call 939-4069.

September 19 — Round-the-Rock Race. Spinnaker YC race from San Leandro channel around Alcatraz and back. Contact Heidi Simonsen, (408) 742-9144 or (408) 255-0694.

September 26 — Speedsailing on San Francisco Bay. Multihulls and ultralights compete boat-for-boat. Course near Pier 39.

October 12-18 — U.S. Yacht Racing Union women's offshore clinic and racing series. Instruction and racing on J/29s. San Francisco YC, Tiburon. Contact Katherine Kipp, Box. 551, Stinson Beach, CA 94970, or call 868-2708.

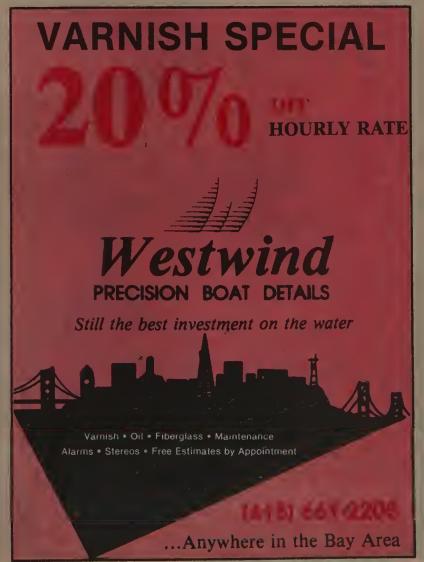
October 17-18 — Santana Team Race, sponsored by the Berkeley YC, Berkeley Marina and Mariott Hotel. Open to all Northern California Santanas. Hosted by the Bay's Santana 35 fleet. Contact Shelley Graham, 261-6556 or (408) 243-3526.

November 13-27 — Long Beach-to Cabo San Lucas Invitational

Race. Call (213) 598-9401.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.





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Calendar listings are announcements, and any events that are free or cost less than \$5 to attend. The *Calendar* is **not** meant to support commercial enterprises.

commercial enterprises.			
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47' VALIANT, 1982	275,000
47' SLOOP, 1928	28,000
46' PETERSON, 1979	135,000
46' IRWIN KETCH, 1980	106,500
46' GARDEN KETCH, 1975	115,000
46' ABEKING KETCH, 1935	22,000
45' STEPHENS BROS, 1937	57,500
45' LANCER, 1983	149,000
45' GARDEN KETCH, 2 frm	125,000
45' CUSTOM MULL, 1981	130,000
44' PETERSON, 2 frm	130,000
44' ISLANDER, 1974	80,000
44' HARDIN, 1979	130,000
44' GARDEN, 1962	58,000
43' OFFSHORE, 1979	85,000
	" Aug. 1923



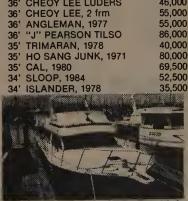
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42' WESTSAIL	95,000
42' PETERSON, 1981	125,000
42' AARUS SLOOP, 1938	27,500
41' SLOOP, 1985	105,000
41' RODNEY PAUL, 1936	48,000
41' RHODES, 1960	53,000
41' PERRY, 1979	125,000
41' LITTON MARINE, T, 1983	79,500
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42' CHRIS CRAFT. 1964, twin 430 Lincoins 275 hp. Generator, refrig., H&C pressure water, huil painted in '86. \$69,500.

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10,	SWAN, 1971	90,000
10,	LANCER, 1982	110,000
10'	ISLANDER/MOORE, 1981	85,000
10'	HUNTER, 1985	110,000
10'	HINCKLEY, 1963	89,500
10,	FREEDOM, 1981	152,000
10,	FARR, 1984	125,000
10'	COLUMBIA, 1965	49,900
10,	CHALLENGER, 1974	89,000
39'	MARINER, 1986	114,000
39'	LANDFALL, 1979	85,000
39,	ERICSON, 1972	75,000
39'	COLUMBIA, 1971	45,000
38'	MORGAN, 1981	82,000
38'	HANS CHRISTIAN, 3 frm	85,000
38'	EASTERLY, 1978	79,000
38'	CHINESE JUNK, 1986	51,500
38'	ALAJUELA, 1977	85,000
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36'	PEARSON, 1977	79,750
36'	OKOMOTO, 1956	34,500
36'	ISLANDER, 1972	44,500
36'	ISLANDER, 1978	55,000
36'	HUNTER, 1981	58,000
36'	FREEPORT, 2 frm	75,000
36'	CHEOY LEE LUDERS	46,000



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	POWER BROKERAGE	
96'	BROWARD, 1956	685,000
30'	TACOMA TWLR, 1927	125,000
76'	STEPHENS, 1973	800,000
70'	S.A. WILLIAMS, 1936	125,000
65'	NORLUND, 1979	550,000
60'	STEPHENS, 1966	350,000
60'	PACEMAKER	250,000
57'	CHRIS CRAFT, 1969	215,000
57'	CHRIS CRAFT, 1970	225,000
56'	PILOTHS SEDAN, 1952	166,000

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Autopilots for Wheel	Navios	
Steered Vessels	Navico WP-4000	Autohelm
Recommended Boat Length		AH-3000
Suggested Retail Price	• To 39' (12M)	• To 39' (12M)
Power Consumption	• \$679	• \$849
	• 300 mA (average)	• 400 mA (average)
Wheel Torque	• 56 lb, /ft.	• 65 lb./ft.
Wheel Speed	• 5.85 rpm	• 3.3 rpm
Function Display	Digital LCD Set, Auto, Dodge, Dodge	Flashing Light
	Direction, Alarm On/Off	
Keyboard Controls	• Yes	• Yes
Tack or Change Course	Rotate compass dial to desired heading	 Press combination of 10° buttons and 1° buttons,
		or disengage autopilot and set course manually.
Compass	Hall Effect	• Flux Gate
Off-Course Alarm	Yes, with on/off override	• Yes
Dodge, with previous course memory	• Yes ៖	• Yes
Sea State and Trim Control	Fully Automatic	Fully Automatic
Handheld Remote Control (optional)	→ Yes	• Yes
Windvane (optional)	• Yes	• Yes
Overload Protection	Replaceable Fuse in Unit	User Supplied In-Line Fuse
Standard Warranty	Three Years	• Two Years
Autopilots for Larger	Navico	Autohelm
Tiller Steered Vessels	TP-2500	AH-1000
Recommended Boat Length	• To 46' (11M)	• To 34' (10.5M)
Suggested Retail Price	• 8495	
Power Consumption	• 180 mA (average)	• \$575
Controlled Thrust	• 143 lbs.	• 300 mA (average)
Hardover Time (no load)	• 6.0 seconds	• 125 lbs.

Tiller Steered vessels	1P-2500	AH-1000
Recommended Boat Length	• To 46' (11M)	• To 34' (10.5M)
Suggested Retail Price	• \$495	• \$575
Power Consumption	• 180 mA (average)	• 300 mA (average)
Controlled Thrust	• 143 lbs.	• 125 lbs.
Hardover Time (no load)	• 6.0 seconds	• 6.5 seconds
Actuator Stroke	• 10 inches	• 10 inches
Oisplay	Compass	• Flashing light
Tack or Change Course	Rotate compass dial to desired heading	• Press combination of 10° buttons and 1° buttons
		or disengage autopilot and set course manually.
Compass	Hall Effect	• Flux Gate
Trim Control .	Automatic	Automatic
Hudder Ratio Control	Foor-position	None
Seastate Control	Variable	Automatic
Handheld Remote Control (optional)	• Yes	• Yes
Windvane (optional)	• Yes	• Yes
Overload Protection	Replaceable Fuse in Unit	User Supplied In-Line Fuse
Standard Warranty	• Three Years	• Two Years
11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		The state of the s

Autopilots for Smaller Tiller Steered Vessels	Navico TP-1600	Autohelm AH-800
Recommended Boat Length	• To 33' (10M)	• To 30' (9M)
Suggested Retail Price	• \$349	• \$395
Power Consumption	• 150 mA (average)	• 300 mA (average)
Controlled Thrust	• 88 lbs.	• 85 lbs.
Hardover Time (no load)	• 9.5 seconds	• 12.5 seconds
Actuator Stroke	• 10 inches	• 10 inches
Display	Compass	Flashing light
Tack or Change Course	Rotate compass dial to desired heading	• Press combination of 10° buttons and 1° buttons,
0		or disengage autopilot and set course manually.
Compass	Hall Effect	• Flux Gate
Trim Control	Automatic	Automatic
Rudder Ratio Control	Four-position	• None
Seastate Control	Variable	Automatic
Handheld Remote Control (optional)	• Yes	• Yes
Windvane (optional)	• Yes	• Yes
Overload Protection	Replaceable Fuse in Unit	User Supplied In-Line Fuse
Standard Warranty	• Three Years	• Two Years

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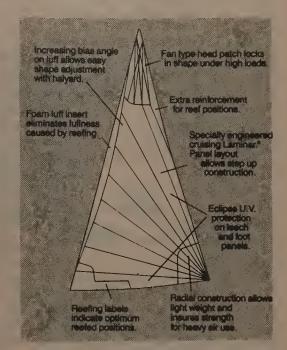


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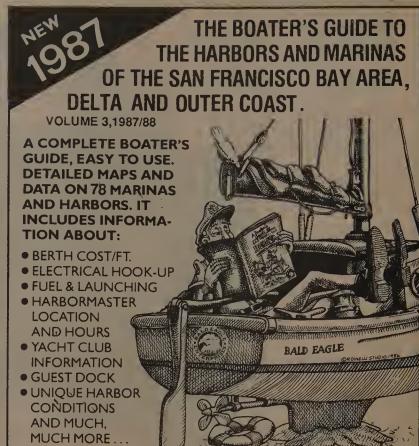
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LETTERS

LOOKING FOR THE RIGHT SCHOOL

I am searching for a boatbuilding school on the west coast. I know there must be a good one here, but I haven't seen any ads.

I'm also looking for a job in the travel/adventure field. Vague, aren't I? It's just that I have travelled around the world, missing wars by a day, near death on my catamaran on others, and have gotten used to it. So I just can't see myself doing the same old thing in a 'secure' environment.

I am 37-years-old and need to see and do the things I've not already done. Some repeats would be allright, however.

I'd appreciate any helpful suggestions.

Alexander Smith Scott's Valley

Alexander — Right off hand, we don't know of any boatbuilding schools on the west coast, although they may have a wooden boat building school somewhere up by Port Townsend. Boatbuilding is plenty hard without having to bother with teaching others while you're at it.

As for employment, you could join the Navy, be a translator, a soldier of fortune, a delivery skipper, an offshore fisherman, an importer, a tour guide, a drug smuggler, a courier, a charter deckhand, an agent for the CIA, a television cameraman, a peace corps worker, an assistant to the doctor's without borders. Think entreprenueral; if you've travelled around the world and haven't seen opportunity staring you in the face, you just weren't looking.

☐ A LITTLE BIT OF KNOWLEDGE CAN BE A DANGEROUS THING

Not funny, not true and very dangerous.

Your response to Gary Froemming's letter (July, page 87), in which you pictured a pufferfish and stated "certain knowledgeable people consume (it) to experience hallucinatory sensations" could kill some "unknowledgeable" readers.

On September 7, 1774, Captain James Cook and two naturalists on Cook's second voyage tasted liver and roe of a puffer. It caused the three to suffer paralysis which lasted most of the day. Several dogs, which at the remainder of the meal, became extremely ill. A pig which ate the entrails of the puffer died soon after.

In Japan, puffers are eaten for the 'high' — with an average of 100 deaths a year as a result. About 60 percent of the reported cases of poisoning resulted in deaths.

Some restaurants in Japan are licensed to serve puffer flesh; it's called *fugu*. Almost no deaths have occurred from eating in those restaurants.

The high which some people seek from puffers does not seem to be hallucinogenic, but more a tingly sensation in the extremities along with dizziness.

Overdosing causes severe numbness all over the body, extreme weakness, pale appearance, excess salivation, profuse sweating, headaches, subnormal temperature, low blood pressure, and rapid but weak pulse. Sometimes it also causes nausea, vomiting, diarrhea and abdominal pain. Respiratory distress occurs late with the tongue and lips turning blue. A rash develops which causes skin to peel off in most survivors.

I could go on with the details but by now you probably get the point. The toxicity of puffers varies greatly with species, with different parts of the fish and with the season.

The best reference on puffer poisoning is Poisonous and Venemous Marine Animals of the World, Volume II, by Bruce W. Halstead, M.D. It was published in 1967 by the U.S. Government Printing Office. The three volume set covers are known marine



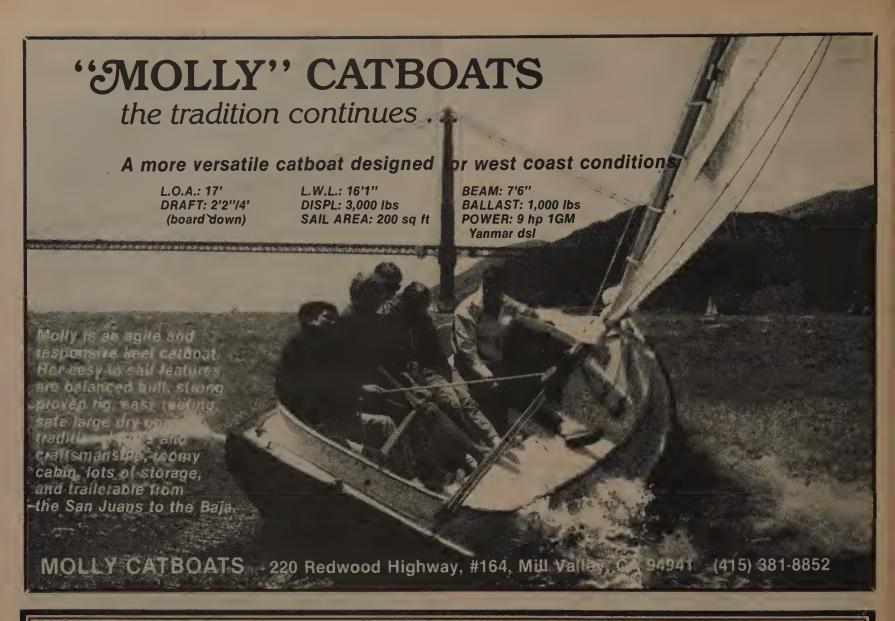
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LETTERS

poisons along with color pictures of poisonous animals. It was published in limited numbers and is probably best found through inter-library loans.

P.S. I'm glad you finally classified your Classy Classifieds.

Jerry Conners Berkeley

Jerry — Since not everybody in the Caribbean has good interlibrary relations, they have to rely on something other than Halstead's book. At St. Bart's Le Select, otherwise known as "cheeseburgers in paradise", they sell a poster identifying all the local fish and listing which ones are safe and which are unsafe for human consumption. Included on the poster are a whole series of puffers. The "certain knowledgeable people consume to experience hallucinatory sensations" quote comes directly from that poster.

We certainly don't recommend that anybody eat a coffre zinga. In fact, we suggest that people be very selective when eating any fish other than those caught well out to sea. Ciguatera, the symptoms of which you described, is not fun at all.

As for the Classy Classifieds, there's a difference of opinion. Lot's of folks like the new 'organized' presentation; others, however, preferred the never-know-what-you'll-find quality of the old style. But we're sticking with the new format for at least the near future.

TIN RECOGNITION OF CO-OWNERSHIP

I want to thank *Latitude* for printing in the June issue, the item and photo about Mike and my sailing wedding aboard *Rendevous*. But, there are two clarifications that need to be made.

First, the article stated we liveaboard his 40-ft Danish-built wooden boat. In truth, the boat was built in Costa Rica.

But the main clarification I want to make is that Mike and I are coowners of *Champagne*. We purchased her together last November and have been living aboard her ever since.

But take heart, because this was just the icing on the cake for me. Ever since Mike and I started seriously searching for our boat — over a year and a half ago — and on up to the purchase of insurance for Champagne, no one has taken me seriously as an actual owner of a sailboat. Do other women run into the same problem or is it just my karma? After awhile, it does become frustrating.

Anyway, I love sailing and our home on the water. I-Mike, too — thank you for the opportunity to express myself. Also thanks to Dan Kitzmiller for the photo and John Reynolds for his effort in the story.

Janie K. Nelson Champagne Redwood City

Janie — Thank you for taking the time to make those clarifications.

You don't have a karma problem; it's the same with almost all women who own or co-own boats.

UNDERSTANDING NAUTICAL INVESTMENTS

Would you please help me understand something about boats and investing in boats these days?

I own an O'Day 27, which perhaps isn't the ideal boat, but one that has been very convenient for our family (including my wife, Peggy, and three kids, 11, 5 and 2).

Three years ago we bought the 1976 sloop for \$18,500 cash. At the time we had a 16-ft sailboat which we traded in.

Since that time I can't tell you how much we enjoyed being on Normandy and sailing her on the beautiful ocean with the song of the

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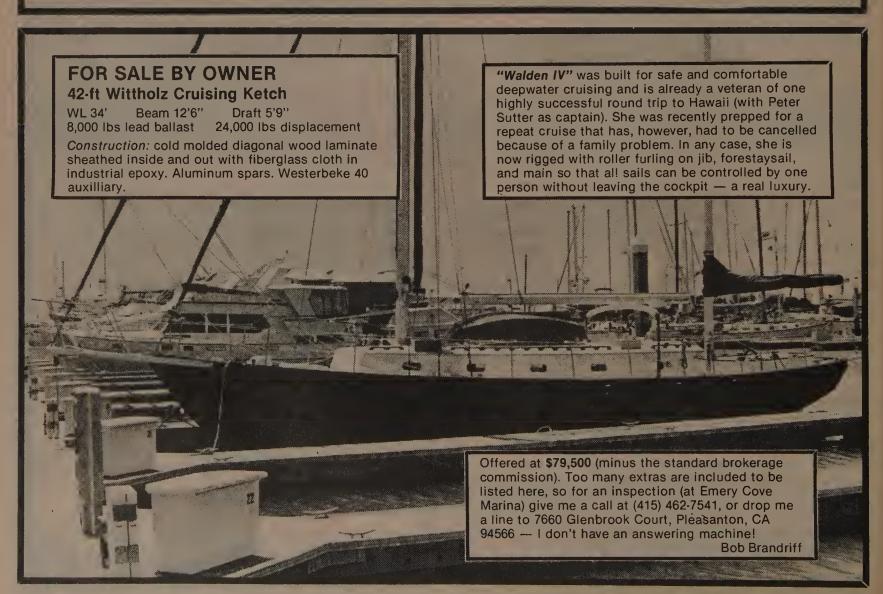
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LETTERS

seagulls around us, the jumping dolphins, and all the rest.

But, I must also tell you about a long list of problems entailed in owning the boat during that period of time. It seems endless. The first 'good' one was when I burned the starter motor. From then on I had to start the 12 hp one-cylinder diesel by hand because we didn't want to pay what seemed like an excessive \$599 for a new starter. Then there was \$300 for the head cylinder to be replaced. Then the seacocks, then a leak in the head, then the transmission, etc., etc.

Subsequently, we moved to California. The boat is still on the east coast, for sale since last year. Despite bombarding papers and magazines with ads, we haven't had one offer yet. The usual explanation is, "The boat market is depressed, you know." We also hesitate to bring the boat across country to California. Do you know how expensive it is?

Lately, we visited friends, a couple who just spent two years in the Sea of Cortez. They bought their 32-ft ketch brand new four years ago, telling us they've invested \$80,000 in the boat. They also told us they would be really surprised if they could get \$40,000 by selling the boat now. And as far as we're concerned, the boat is in very good shape.

So are we missing something or is buying a boat a masochistic financial burden you impose on yourself? Do you believe the old saying, "The two best days in a boatowner's life is the day he bought his boat and the day he sold his boat"?

Nonetheless, Peggy and I still dream about sailing to Polynesia with the sun and the birds as our guides and friends. We do appreciate your magazine and read it every month.

Francois Diaz San Luis Obispo

Francois — As with all investments; timing is critical.

Our first boat was a 16-year-old 41-ft fiberglass boat. We bought it for \$27,000 and sold it 18 months later for \$41,000. And we'd done little more than sail it a lot and liveaboard. We made out like banditos in a seller's market.

Our last boat was another story. Four years ago we figured it was realistically worth a little more than \$100,000. But when we sold it late last year, it went for around 75 percent of that. We didn't do so good in what's clearly become a buyer's market.

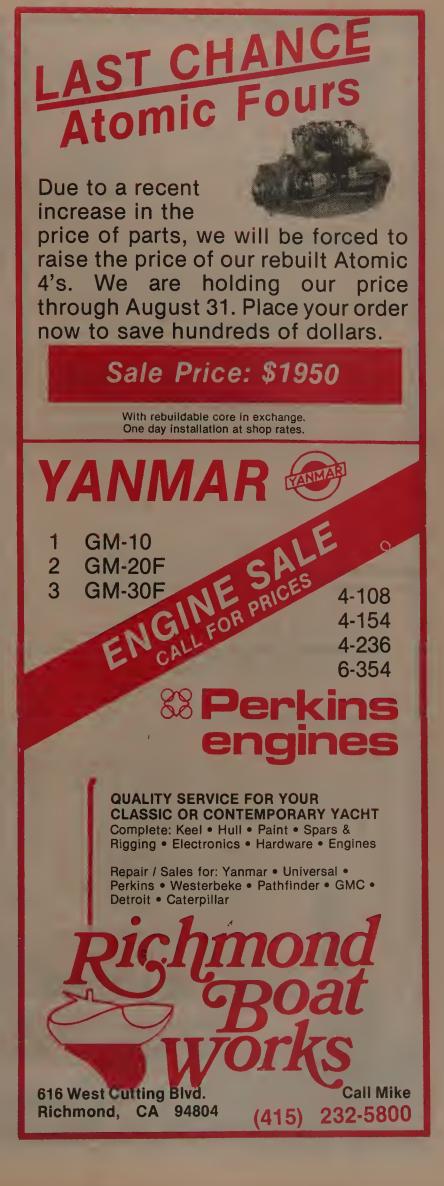
The way things are now, if you bought a boat three or four years ago and want to sell it, you have to be prepared to take a financial beating. But by the same token, if you just started shopping for a boat you're going to get a hell of a lot more boat than you would have four years ago. You yourself pointed out that you could buy your friend's very nice \$80,000 boat for half of what they have invested.

As for recreational boat ownership, everyone should appreciate that it's a discretionary purchase. As such, you should only spend as much as you can comfortably afford, leaving sufficient reserve for maintenance and repairs.

As for the 'happiest days' theory, we believe that only applies to those who purchase boats for status or other peculiar reasons. Heck, we can hardly even recall any of the days we bought or sold our boats, but we can sure remember the things we did with them. Pleasant and otherwise, the memories are vivid and precious to us.

THE GIN PROBLEM IN MEXICO

Please excuse the odd stationery. It's all we could find flying home to Denver after a wonderful visit with friends Joyce and Howard Stevens aboard Carina, which is sailing out of Puerto Escondido, Baja Sur. On the flight we reminisced about some of the events of the past week and felt that only Latitude might be able to solve one of the interesting problems we encountered.



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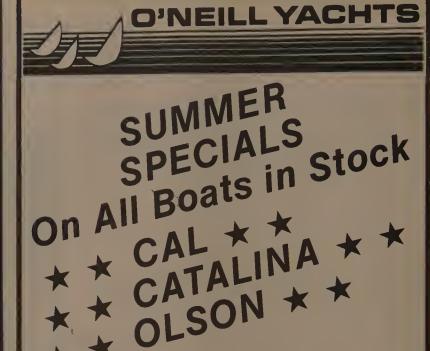
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While having drinks with some folks off one of The Moorings charter boats, they mentioned how pleased they were with the boat — except for one thing. They were unable to figure out why they could only get half as many drinks out of a liter of gin in Mexico as they could from a quart in the United States.

Although we ourselves had spent 20 months cruising Mexico, Panama and the East Coast of the United States aboard our own *Tumbleweed*, this gin mystery was something we had never experienced. The fact that we prefer rum may have something to do with it.

Being experienced cruisers, the four of us aboard *Carina* immediately solved their problem by graciously accepting their gift of a case and a half of mixer.

We pass this information along in hopes that your able staff can provide an explanation.

Having been away from the Sea of Cortez for about 18 months, we conclude that it's getting better all the time: the fish are bigger, the clams in shallower water, the lobster more plentiful, the whales still majestic and the people friendlier. We were also glad for a chance to get reacquainted with *Latitude*; our subscription is enclosed.

P.S. Bing's is *not* the best ice cream in La Paz. We recommend cruisers try *both* Bing's and Helando Rico. This was a test we enjoyed taking.

Steve and Adele Williams Land-locked in Denver

Steve and Adele — Lips that touch gin will never touch ours, so we just can't help with the Mexican Gin Mystery. As with you, we like rum.

As for the ice cream controversy, the best cool treat in La Paz is not ice cream at all, but the ices. We were walking down the streets of La Paz a couple of months ago, happily licking our favorite, limon, when at least half of it fell off the stick. Even though we're nearing 40, we felt like sitting on a curb and crying like a baby. Not only are the ices the best treats in the world, but they've got to be the cheapest, after buying them for the entire family and the babysitter, we still got 50 cents change on our dollar.

Some magazines might gag at receiving letters written on Mexicana air sickness bags, but it's no problem with us. Afterall, it's not the paper, but what's written on it that counts, right?

ENGINES AND ROLLER FURLING

It will be interesting to see if the Sidburys still feel the same way after two or three years out on their simple 25-ft boat. I hope it doesn't happen to them, but it seems to me that most of the new cruisers I have met that sing similar songs are the first to quietly drop out

As far as going engine-less, I remember only one boat without one the year we sailed to New Zealand. After they missed about 70 percent of the good stops in the South Pacific due to no engine, I heard they had one installed in Australia.

Brooks Townes speaks very definitely about the relative merits of twin headstays and roller furling. I assume he has also had a lot of experience with both and find it interesting that his opinion is so opposite to mine. I sailed to Hawaii on a boat with double headstays and found a big problem with the fact that when raising or lowering one sail with the other one up, the pressure of the wind would force the windward sail and slides over into the Jeeward slides and it was very difficult. It was not my boat and possibly the headstays could have been tighter, but my observation of it was that it was not worth the work

I have also found that you reduce the rolling and seem to go better

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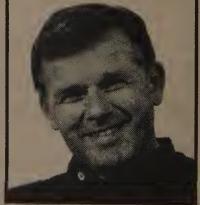
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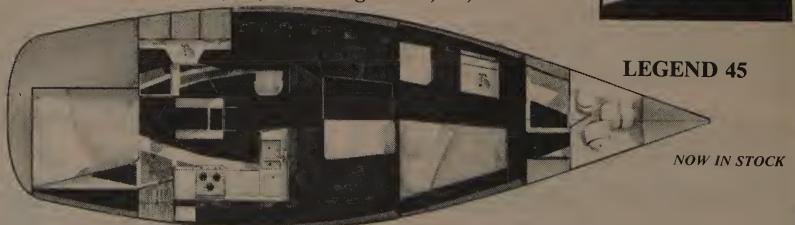
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1977 CATALINA 27 1977 SUN 27

1985 HUNTER 28.5

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\$16,900 Atomic 4, 3 sails, dinette \$22,500 Dsl, wheel, furling

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if the sail on one side is set a few feet behind the sail on the other side as on a cutter or double-headsail ketch.

My experience with roller furling is also opposite that of Mr. Townes. After having a roller furling genoa a few years, I put roller furling on all four sails of my 50-ft ketch. After that I was able to safely handle it by myself, without having to worry about the capabilities of my crew. I would be lying if I said there were no maintenance or failures during the thousands and thousands of miles I've sailed with it, but I can tell the truth and say the maintenance and repair did not come to more than five percent of the work that it saved over raising and lowering conventional sails, It was always so easy to have exactly the right amount of sail set and the boat sailed much better. It still amazes me how much difference it makes just rolling in or out a foot or two.

I only subscribe to two sailing magazines anymore. Latitude and Ocean Navigator. For anyone that enjoys navigating, especially with a sextant, but also with modern devices, the Navigator is a good read.

E. A. Copp Orient Star Long Beach and Bonners Ferry, Idaho

PUT SOME IN TO TAKE SOME OUT

The subject matter is boat engine maintenance.

Because of very confining "engine rooms" on smaller boats, oil pan plugs are often not accessible for the draining of old oil. For a considerable length of time, I've tried to think of a way to extract all the dirty oil out of a boat engine via the dipstick tube.

During my most recent oil change, using my hand-pump and quarter-inch plastic tube inserted into the bottom of the oil pan, I extracted as much oil as possible before the pump started sucking air. I then poured a quart of clean oil in the nearly empty engine. This increased the oil level and I was able to remove virtually all the dirty oil out of the engine, this for just the cost of another quart of oil.

My only concern is that somebody will write in and say "I've been doing that for years".

Latitude is the greatest rag ever.

Vern Fercho Neptune's Car Vallejo

Vern — We're sure that other people have been using that trick for years — including the oil companies, whose variation is to pump steam down in the wells to extract more black gold. Be that as it may, no doubt there are scores of readers who hadn't thought of your solution and are delighted you risked a little scorn in order to share it with them. Thanks.

INCIDENT AT ANTIGUA

We enjoyed your article on Antigua Sailing Week, but noticed you missed an incident from the Guadaloupe to English Harbor Race that preceded it.

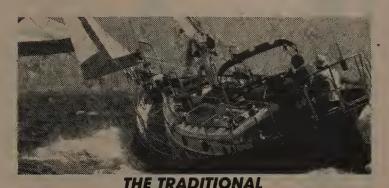
We were on the committee boat and had set a wide line to avoid the possibility of being hit by a competitor. The first start was for multihulls, and since there was only one entered it should have been a piece of cake, right? Wrong!

The only multihull in the race lost control before the start and ran up over our dinghy and took out three feet of the aft starboard toe rail. To add to the embarassment, he was an experienced ocean racer from Santa Cruz who had come in first in the huge Atlantic Cruiser's Race just a few months before.

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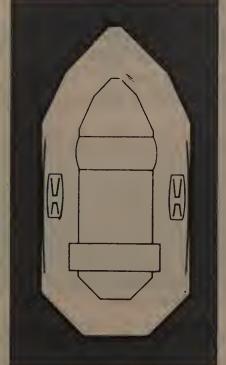
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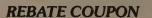
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bump into each other. Small world, isn't it?

By the way, Latitude 38 is more popular than Playboy for trading among yachties heading for Venezuela this year. Are we getting older or is Latitude, with some of your fabulous pictures, just getting better?

Bob & Roxanne Frank
Pacific High
Marigot Bay, St. Lucia

Bob & Roxanne — Thanks for that report — and the nice words. Do us a favor will you? Give us a report on Venezuela. Our understanding is that steak dinners are \$1; skilled labor is \$3 a day; and although the water is cooler, Isla Roques is "paved with lobsters".

WHEN TWO KEELS ARE BETTER THAN ONE

Someday . . . I'll buy one of those boats I see in the Classy Classifieds. In the meantime, I use my time building my sailing skills and refining the type of boats I will buy.

One type of boat that interests me greatly, but which I read little of, is the twin keeled boat. I am aware of their disadvantage — they don't point well — and their advantage — they are easily beached. What I don't know is which of the makes of boats I see in your classifieds are twin keeled.

Can you make a list of them? I'm especially interested in those in the 30 to 40-ft range.

Thomas La Flesh Brisbane

Thomas — To our knowledge there are no twin-keel sailboats built in the United States. Most twin-keelers are English, built for the extreme tides found in that part of the world. In any case, very few twin keel boats are over 30-feet in length.

The consensus is that twin keel boats are not the way to go unless the ability to beach them is an over-riding consideration. Our view is that a twin keel would offer very little advantage in California, Mexico, the South Pacific or the Caribbean.

☐IN ALL FAIRNESS

Since you seem to appreciate brevity, I'll get straight to the point. I completely agree with the opinion of Marsha of Santa Cruz (Letters, June). Jokes about women's breasts are generally considered tasteless by most women, and certainly by me. In all fairness, I don't care to see photos of male parts with attempts at humorous captions alongside them, either.

I don't need to explain myself or my position, but I thought you might like to hear what a subscriber has to say on the issue. The April Latitude was only one of many containing that form of juvenile humor. Save it for the locker room.

Cynthia & Ford Palo Alto

Cynthia & Ford — You don't care for humor that has anything to do with anatomy. Fine. But senses of humor vary, and we don't see anything wrong with folks who get a chuckle out of innocent forms of it. Ourselves? We can leave almost all the entirety of it, but occasionally we get a laugh.

It's quite possible that we're juvenile, but we did think the postcard and caption Marsha referred to were humorous. The point of the joke — "What's the big deal about the A-Cup?" — was to pinprick sailing's overinflated balloon, the America's Cup. As a subscriber, you're certainly aware that we've long thought that the event has been overblown at the expense of the rest of sailing. It wasn't merely

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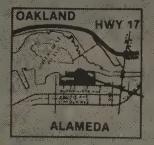
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- 23	' ERICSON	1976	9,750
23	RANGER	SOLD	9,850
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25		1947	5,000
25	PACIFIC GLIPPER	1958	3,900
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25	MACGREGOR	1980	
26	CLIPPER	1973	6,300
26	COLUMBIA	1969	8,000
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26	ERICSON	1967	9,500
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24	MOORE	1980	14,500
24	SANJUAN	1976	12,750
25	BUCCANEER	1980	15,500
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26	CHRYSLER	1977	14,500
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27	GAL 2-27		19.900
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		1973	19,900
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27	SUN YACHT	980	22,750
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27		1975	20,500
28	COLUMBIA	1969	15,000
28	SAN JUAN	1979	26,900
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29	COLUMBIA 8.7	1978	25,900
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30	CAPE DORY	1976	45,000
- 30	TARTAN	1973	30,000
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34° 35° 36° 37° 38° 38° 38° 40°	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS	1981 1983 1980 1977 1979 1978 1980	79,000 76,500 65,500 89,000 67,500 87,500 82,000 88,000 84,500
34° 35° 36° 37° 38° 38° 38° 40° 41°	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI	1981 1983 1980 1977 1979 1978 1980 1981	79,000 76,500 65,500 89,000 67,500 87,500 82,000 88,000 84,500 96,500
34 35 36 37 38 38 38 39 40 41 41	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN	1981 1983 1980 1977 1979 1978 1980 1981 1979	79,000 76,500 65,500 89,000 67,500 87,500 82,000 88,000 84,500
34° 35° 36° 37° 38° 38° 38° 40° 41°	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN	1981 1983 1980 1977 1979 1978 1980 1981	79,000 76,500 65,500 69,000 67,500 87,500 82,000 88,000 84,500 96,500
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34 35 36 37 38 38 38 39 40 41 41	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON SARR (3 from) CAL WILDERNESS MORGAN QI TARTAN FAR EAST GARDEN CUSTOM	1981 1983 1980 1977 1979 1978 1980 1981 1979 1975 1970	79,000 76,500 65,500 69,000 67,500 87,500 82,000 88,000 84,500 96,500
34 35 36 37 38 38 38 39 40 41 41 45 46	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100,	1981 1983 1980 1977 1979 1978 1980 1981 1979 1975 1970	79,000 76,500 65,500 69,000 67,500 87,500 82,000 88,000 84,500 96,500 71,000
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34 35 36 37 38 38 39 40 41 45 46 37	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN QI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN	1981 1983 1980 1977 1979 1978 1980 1981 1975 1970 1970 000	79,000 76,500 85,500 86,000 87,500 82,000 88,000 84,500 69,500 71,000 98,500 119,000 120,000
34° 35° 36° 37° 38° 38° 40° 41° 45° 46° 37° 39° 42° 44°	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100 MAGIC Demo CAVALIER IRWIN PETERSON	1981 1983 1980 1977 1979 1978 1980 1981 1975 1970 1970 1970 1970 1975 1977	79,000 76,500 85,500 69,000 87,500 82,000 84,500 96,500 71,000 98,500 119,000 149,000
34 35 36 37 38 38 39 40 41 45 46 37 39 42 44 45	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN QI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER	1981 1983 1980 1977 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980	79,000 76,500 65,500 69,000 67,500 82,000 84,500 96,500 69,500 71,000 98,500 119,000 119,000 120,000 125,000
34 35 36 37 38 38 39 40 41 45 46 37 39 42 44 45	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100 MAGIC Demo CAVALIER IRWIN PETERSON	1981 1983 1980 1977 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980	79,000 76,500 65,500 69,000 67,500 82,000 84,500 96,500 69,500 71,000 98,500 119,000 119,000 120,000 125,000
344 355 366 377 388 388 399 400 411 415 466 377 399 424 445 47	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON	1981 1983 1983 1980 1977 1978 1980 1981 1975 1970 000 1980 1975 1977 1980 NO '83	79,000 76,500 85,500 89,000 87,500 82,000 88,000 96,500 69,500 71,000 98,500 119,000 120,000 149,000 125,000 139,500
34 35 36 37 38 38 39 40 41 41 45 46 37 39 42 44 45 47	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM O'VER \$100. MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN	1981 1983 1980 1977 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1970 1975	79,000 76,500 85,500 86,000 87,500 82,000 84,500 96,500 71,000 98,500 115,000 120,000 125,000 125,000 139,500 139,500
34 35 36 37 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN QI TARTAN FAR EAST GARDEN CUSTOM OVER \$100 MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN G&C	1981 1983 1983 1977 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 1975 1977 1980 1975 1977 1980 1975	79,000 76,500 85,500 89,000 87,500 82,000 88,000 96,500 69,500 71,000 98,500 119,000 120,000 149,000 125,000 139,500
34 35 36 37 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN QI TARTAN FAR EAST GARDEN CUSTOM OVER \$100 MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN G&C	1981 1983 1983 1977 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 1975 1977 1980 1975 1977 1980 1975	79,000 76,500 85,500 86,000 87,500 82,000 84,500 96,500 71,000 98,500 119,000 120,000 149,000 125,000 138,500 240,000
34 35 36 37 38 38 38 39 40 41 41 45 46 37 39 42 44 45 47 47 47 48 52	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100; MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON ONORSEMAN O&C COLUMBIA	1981 1983 1983 1980 1977 1979 1978 1980 1981 1979 1970 1970 000 1980 1975 1977 1980 1975 1977 1980 1975 1977 1980 1975 1977	79,000 76,500 85,500 69,000 87,500 82,000 84,500 96,500 71,000 98,500 118,000 120,000 149,000 125,000 125,000 125,000
34 35 36 37 38 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45 47 48 52 52 52	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN C&G COLUMBIA GARDEN 'PORPOIS	1981 1983 1983 1987 1977 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 10 '83 1982 1982 1982 1982 1982	79,000 76,500 85,500 86,000 67,500 88,000 84,500 96,500 69,600 71,000 98,500 118,000 120,000 125,000 139,500 189,000 240,000 125,000 125,000
34 35 36 37 38 38 38 39 40 41 41 45 46 37 39 42 44 45 47 47 47 48 52	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN C&C COLUMBIA GARDEN PORPOIS CLASSIC, wood	1981 1983 1983 1980 1977 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 4D '83 1982 1982 1982 1972 6E'/sip	79,000 76,500 85,500 86,000 87,500 82,000 84,500 96,500 69,500 71,000 98,500 119,000 125,000 125,000 125,000 125,000 125,000 125,000
34 35 36 37 38 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45 47 48 52 52 52	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN C&C COLUMBIA GARDEN PORPOIS CLASSIC, wood	1981 1983 1983 1980 1977 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 4D '83 1982 1982 1982 1972 6E'/sip	79,000 76,500 85,500 86,000 87,500 82,000 84,500 96,500 69,500 71,000 98,500 119,000 125,000 125,000 125,000 125,000 125,000 125,000
34 35 36 37 38 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45 47 48 52 52 52	O'DAY SABRE CAL 2:35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100. MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN G&G COLUMBIA GARDEN PORPOIS CLASSIC, WOO' UPSCALE BROK	1981 1983 1983 1970 1979 1978 1980 1981 1975 1970 1970 000 1980 1975 1977 1980 ND 83 1982 1982 1982 1972 E'slp 1911 ERAGE	79,000 76,500 85,500 86,000 87,500 82,000 88,000 84,500 69,500 71,000 98,500 119,000 125,000 125,000 125,000 125,000 125,000 125,000
34 35 36 37 38 38 39 40 41 41 45 46 37 39 42 44 45 47 44 45 52 52 60	O'DAY SABRE CAL 2-35 PEARSON FLY'G DUTCHMAN DOWNEAST ERICSON FARR (3 from) CAL WILDERNESS MORGAN OI TARTAN FAR EAST GARDEN CUSTOM OVER \$100, MAGIC Demo CAVALIER IRWIN PETERSON LANCER GARDEN VAGABON NORSEMAN C&G COLUMBIA GARDEN PORPOIS CLASSIC, w. od UPSCALE BROK Hinckley 35 Pilots	1981 1983 1983 1983 1977 1979 1978 1980 1981 1975 1970 000 1980 1975 1977 1980 ND 83 1982 1972 1982 1972 1983 1982 1972 1988 1988	79,000 76,500 85,500 86,000 67,500 88,000 84,500 96,500 69,600 71,000 98,500 118,000 115,000 125,000 139,500 189,000 240,000 125,000 125,000 125,000
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a pointless reproduction of a postcard that's found all over the islands.

Furthermore, we have a weak spot for puns such as the one in the letter, a weak spot developed during our days in the Russian department at Cal. It was Doestoevsky who proclaimed that all great Russian writers were merely dragging along at the coattails of Nikolai Gogol, a pun on Gogol's most famous work, the hilarious tale The Overcoat. It's not a work, however, we would feel completely free recommending to either you or Marsha, as the main character's name is also something of a pun, loosely translating to 'Shit, son of Shit'.

Take it from the experts, rejecting the humor in things and life is the fast lane to bitterness and disease.

There were also a couple of over-riding considerations in regard to our running that postcard. First, it was sent in by a couple. Secondly, the male of the duo is Sam Vahey, who did the first two Singlehanded TransPacs and later singlehanded his Ranger 37 back to California from Hawaii in the winter. Because he's a serious sailor and because we like to think of ours as a serious sailing magazine, his opinions, his jokes, carry more weight than those who have sailed far less.

But since we suspected the postcard might be considered controversial by a few, we consulted with our 'women's editorial board' to see if they thought it was raunchy or without redeeming qualities. Our 'board' then consisted of three typical Northern California women in their 30's; one single with no children, one married with two young children and one divorced with a junior high school age son. While they're all able to enjoy a friendly joke at their own expense, none would hesistate a second about strongly objecting to any humor they felt was at the expense of women. Each one of them has repeatedly been instructed to voice any such reservations. And it's not as though they're powerless; one of them owns half the corporation.

The three women all got a mild chuckle out of the postcard, saw nothing mean-spirited about it, so we ran it.

When you're a small and growing publication, everybody loves you and you get pretty much a free reign. Once you've been around a few years like we have, everybody seems to think only they know how to run your business properly. Hell, there's one woman in Oakland, who under the threat of extortion, is convinced she's entitled to editorial control. Whew!

Cynthia, we're not trying to insult or offend anybody with this publication, by the same token we've no interest in the unrealistic world of sailing such as presented by the white-bread slicks. We think our 'women's editorial board' has done an excellent job of charting a middle ground between being humorless and raunchy. If you disagree, and think they've been brainwashed or are ignorant, we invite you to discuss the matter with them over lunch. Nothing hostile, nothing confrontational, just a friendly chat. Our treat. Fair enough?

OFF THE ROAD AND ONTO THE SEA

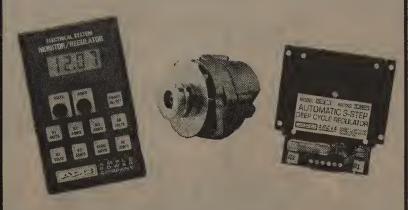
I'm a 51-year-old land-cruiser (bachelor) who has been 'sailing' the Lower 48 in the motorhome for the last three years. Next year I intend to put water under the keel and sail to the wind in preparation of cruising the wet side of the world.

By nature and trade I'm a photographer. But I've retired from the daily rat race and from photographing beautiful women. Now I want to sail, photograph and write about the rest of the world.

What I want to know is how to get on the Crew List for 1988 or any other suggestions that would help satisfy my ambitions of landing a berth on a boat between April and July of next year. Almost



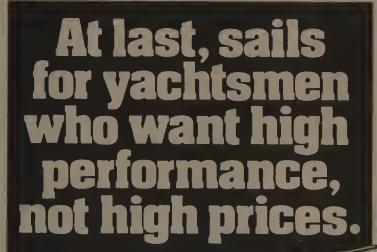
DO THE AMPLE POWER 3-STEP



Start charging batteries the way they should be charged - with three steps of charge, absorption and float. The Automatic 3-Step Deep Cycle Regulator charges batteries fast during the charge step. Then it charges batteries to the full mark during the absorption step. Next it switches to a lower float voltage, preventing damaging overcharges. Battery voltage <u>and</u> temperature are sensed for multiple batteries, at the batteries, so charging is correct whether you are cruising north or south. Quick easy hook-up makes installation simple.

Use your present alternator, or pair the 3-Step with one of our high performance alternators. Measure electrical system performance with the Monitor/Regulator. If you're running your engine long hours to charge, and replacing batteries altogether too often, enter the AMPLE POWER era! Dealer inquiries invited.

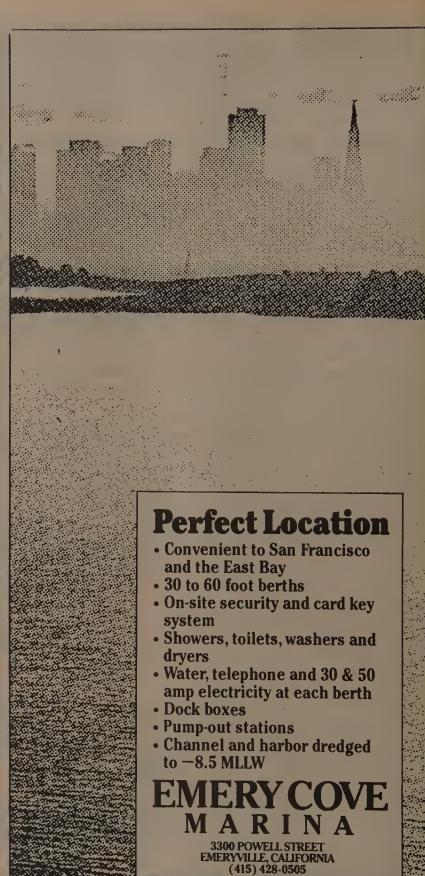
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"Sailmaker to the world

CONTACT US FOR AN ESTIMATE OR A BROCHURE. SOUTHERN CALIFORNIA 42221/4 Glencoe, Marina del Rey CA 90292 (213) 306-3155

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anywhere will do. I just want to begin getting sailing experience in preparation for taking off on my own in 1989.

Peter 'Lee' Buonamicci Salt Lake City, Utah

Peter - We publish two Crew List Advertising Supplements.

The first is our 'Mexico Only' Crew List. The forms for it appear in this and the September issues. Forms must be returned by September 18, and the List will be published in the October issue. The 'Mexico Only' List is for crews and boats needing crews for part or all of the season in Mexico this winter. We realize that you said you're not available until April. Well, that's when a lot of folks are looking for crew — for the slog back home. If you plan to take off on your own in 1989, that's the kind of experience you want.

The other Crew List Advertising Supplement is published in April. It's for racers, cruisers and social sailors. The forms for that are published in the January issue..

TAXATION WITHOUT REPRESENTATION

Five thousand tax-paying boatowners in Marin County, but not one public dock. The BCDC cannot envision anything more than a footpath for the public they cherish, and cities like Sausalito let their public docks rot years ago.

Perhaps Latitude should look into 'public access' in the Bay Area

from the boater's point of view.

Jim Irwin Novato

Jim — Expecting local government to do anything for boatowners exceeds the wildest of pipe-dream wishes, we think mariners would be euphoric if they were simply left alone.

Recent events are really disheartening. The BCDC saw fit to declare boats as 'fill' and therefore assumed the authority to declare how and when vessels can be used. The Richardson Bay Regional Agency has decided to confiscate the century old anchorages at Belvedere Cove and Richardson Bay on what appear to us to be little more than trumped up charges.

The calvary used to think that the only good Indian was a dead Indian. From all indications, the BCDC and the RBRA seem to think the only good boat is one that quietly functions as a backdrop for restaurants and pedestrian photographers. We say keelhaul the buggers.

DOGS IN MEXICO

To add to your collection of fun boat names . . . we recently spotted a powerboat in the Bay named *The Sturgeon General*, and a sailboat in Benicia called *Campbell's Sloop*.

A question for you or the readers: My husband and I are planning a cruise to Mexico in the near future, and as our family includes our dog and cat, we are wondering about "harboring" pets. Are there any necessary documents, shots, etc?

We love your rag and in fact have to grab two every month to keep from fighting over one. Thanks for the laughs and updates.

Regina Lindquist
The Justin Thyme
(Our dinghy is Justin Case)

Regina — Sailors do take their pets to Mexico, but since we haven't we'll rely on our readers to provide us with the latest information regarding shots, papers, etc.

Cats usually take well to boats and seem satisfied with infrequent trips to shore. The same cannot be said of most dogs, which need

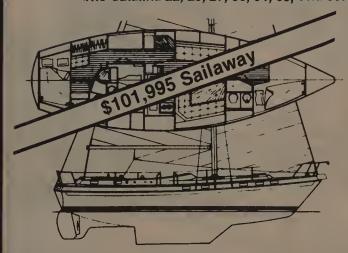




Eagle Yachts & Farallone Yacht Sales Inc.

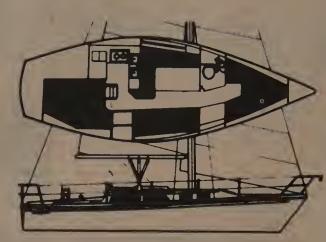


The Catalina 22, 25, 27, 30, 34, 36, and 38. Morgan Yachts, Nauti Cat motor sailers, the Niagara 35 and 41, and Nacra



MORGAN 41

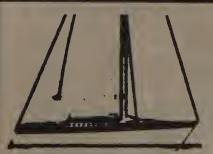
Classic — over 1000 of these popular cruiser/liveaboards have been built. Morgan Marine has just re-introduced this boat. All new — new deck, interior, underbody.



CATALINA 30

Hull #5000 is at our dock now. Many new ideas have been added to keep the Catalina 30 as popular as ever. New nav station, cockpit, deck, lockers, galley and more.

NEW FOR 1987 — AT OUR DOCK "NOW"



1984 JEANNEAU 32 Clean, with knot, depth, dodger and private owners aft cabin. \$47,500.



CATALINA 34
1986. Furling, windlass, refrigeration, dodger, Loran, WDSP, KT, depth, AP. \$66,000.



1985 CATALINA 36 Custom refrigeration, dodger, masthead navigation, ready for cruising. Very clean.



1985 CATALINA 38 Loaded and ready to race or cruise. Too much to list! \$63,500.



1986 CATALINA 30 Super clean. Knot, depth on POD's, VHF, furling pedestal, h&c pressure wtr. Much more.



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1969 34' Islander...

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1977 36' Islander....55,000 1983 38' Wauqulez . 110,000 1984 36' Grnd Bnks . 135,000 1977 39' Cal......76,500

1980 46' Alaskan...155,000 1980 47' Cheoy Lee.135,000 1977 50' Gulfstar...107,000

13,000

0.000

plenty of room to roam and lots of stumps on which to pee. We recommend you think seriously before you take a dog south of the border — although it's certainly been done.

Another consideration. Mexican dogs are usually mean and often in poor health. Several American dog owners have regretted letting their pets mix.

THE DIFFERENCE BETWEEN UP AND DOWN

I am not writing to report that the names of my two boats are *Ug-Duck* and *Ly-Ling*, nor am I writing to ask if your Rich Spindler attended Homestead High.

I am not asking you to help stamp out "try and do" and reinstate "try to do", but I will request that you define two terms that you often use: 'round-up' and 'round-down'.

Tom McCall Los Altos

Tom — 'Rounding up' and 'rounding down' are two of the most common expressions in racing, and refer to problems while carrying the spinnaker.

Rounding up means that you've lost control of the boat and she broaches to windward. It happens a lot if you're trying to carry the chute on a reach or in rolly conditions. Although it will definitely slow you down, you won't be knocked down — for long, anyway — if you quickly ease the main and spinnaker sheet.

A round down in any kind of breeze is a much more serious problem. It means you've sailed by the lee to the point where the main has violently jibed, taking all heads in its path. This means that what only seconds before was your windward side is now your leeward side and well under water. That the spinnaker pole is poking straight down into the water and that the filled main and spinnaker keep you pinned down. A round down often leads to dibilitating problems: torn spinnakers, broken masts, broken poles, and broken bodies. Always, but always, err in the direction of rounding up and not down.

Our Richard Spindler is a product of the education system of Oakland, California, the 'All-American City'. No doubt you've noticed the distinctive imprint. He's never heard of Homestead High. Is he the same Rich Spindler who started in the Rose Bowl for UCLA? He is not, although on occasion he will lie convincingly in order to impress young ladies.

DELIVERY TO TONGA

We've only been sailing for about two years, but have already become captivated and devoted to the sport!

We belong to Club Nautique and sail out of their Sausalito location. For us, this has been an excellent introduction to sailing: the Sausalito instructors have been excellent and we find that the choice of boats from the Club Nautique Sausalito fleet has been very good.

Last September, we chartered a 43-ft Moorings out of Tortola, British Virgin Islands, and had an absolutely marvelous time. We highly recommend the boats and service that The Moorings offers, at least from their Tortola location.

Next month we will be chartering, again from The Moorings, a 37-ft Endeavor out of Tonga. We would very much like to take some Latitudes with us (six to twelve would be great) in hopes of meeting some "world cruisers".

Jan Barnard, Bill & Michelle Sams San Jose

CALL US FIRST

Your article on the TransPac was excellent — particularly since our

ONITOR

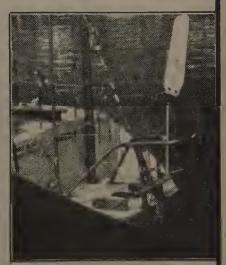
THE WINDVANE THAT SURVIVED THE ULTIMATE TEST —

THE BOC SINGLEHANDED AROUND THE WORLD RACE.

Mike Plant — Airco Distributor ► Custom BOC Racer

1st in Class II

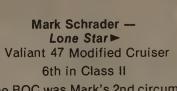
The winning sailor for boats between 40 to 50 feet and the best American. The MONITOR controlled this powerful racing machine even in extreme conditions. Best 24 hour run under MONITOR vane only, was 240 miles.



◄Hal Roth — American Flag Customized Santa Cruz 50

4th in Class II

With 145,000 miles under his keel using six different vane brands, he chose the MONITOR for the last 27,000 mile endurance test in the BOC—the toughest voyage in his long career.



The BOC was Mark's 2nd circumnavigation via the Southern Ocean. Both times he sailed with a MONITOR in the roughest imaginable conditions. Contrary to many BOC racers, he relied heavily on windvane steering — handsteering or dsing an autopilot only 10% of the time. During his 61,000 miles he has suffered not one single MONITOR breakdown!



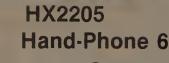
BOC IS OUR TESTING GROUND. CRUISING IS OUR BUSINESS. LET SCANMAR SOLVE YOUR SELF-STEERING.

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local press has virtually ignored the classic.

But in reference to Zamazaan in 1983, you took the word 'expert' out of the context of our discussion. Points of fact, most of which I listed then:

✓ if there is such a thing as an 'expert', we only had one, the late Bruce Easom.

reveryone on the boat had good sailing skills, but in different areas. We were not a crew of experts and others, as the sentence suggested. We enjoyed being at sea, racing the TransPac, each other and took satisfaction in arriving in one piece despite much failed equipment.

Thanks for reminding us of those days, but geez, if you do it again, call me first, or better yet, call Sam.

Peter English Northern California

Peter — Thanks for the clarifications.

We were delighted to see that this year's TransPac program featured a half-page photograph of Zamazaan with Bruce Easom at the wheel. We were further delighted to note that the boat's new owner has the 51-footer looking as good if not better than ever.

SAVE THE FLEAS

For the past ten years we have sailed our Traveller 32, Harmony, to the South Pacific, Mexico, along the Pacific coast and on San Francisco Bay. We recently sold her to Kenji Yamanaka, who has since sailed her to her new home in Hawaii. We wish Kenji fair winds and following seas; may Harmony be as good to you as she was to us.

Through Chuck Thompson Yachts (in Alameda) and Ed Cox Yachts (in Newport Beach) we purchased our new cruising boat, Southern Cross, a Peterson 44. Buying a boat so far from home presents logistical problems that sometimes seem impossible to overcome, but we pulled it off and sailed our new boat home in December of last year. Some sales people 'take the money and run', but not Ed Cox; we want to thank him for his personal and very professional help, all the way down to the last day when he accepted and stored our UPS deliveries in his office.

We'd also like to thank the customer service rep at Jabsco in Southern California for backing up their product. We had a problem with a water pressure pump, bought a new one, and had trouble with that one, too. So we called expecting to get the usual run around. Not in this case, however. We got no excuses, just a new pump at no charge. Well done, Jabsco.

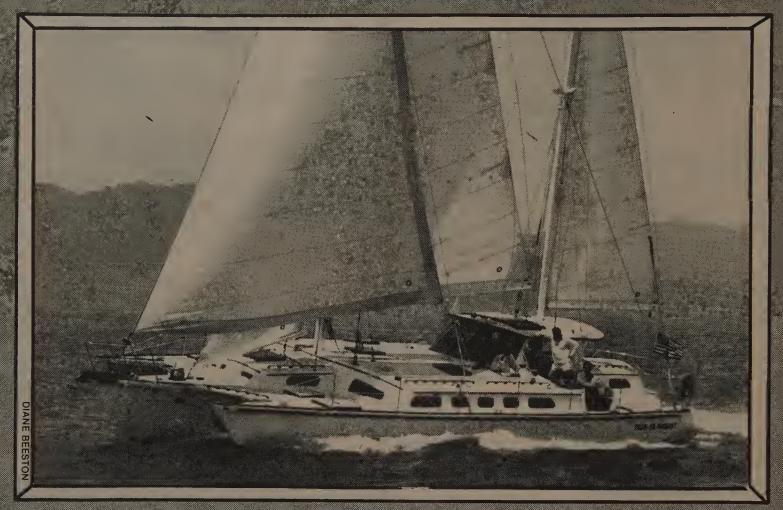
By now it's obvious our letter is meant to get a few things off our chests, things we feel need to be said. So about ham exams . . . I (Lynn) just passed my General exam this past month. It wasn't a piece of cake, but if I can do it anyone can. I did have to take the code exam three times, mind you, but found that to be very helpful in itself. But more than the exam, it was the volunteer hams that gave me the incentive and courage to keep trying. Take you VEC examiners John, Gordon, Gene and all the others who give their time at Foothill College every 2nd Saturday of the month.

Finally, a word about Svendsen's Flea Market. Most of you know about it and look forward to the event. It's become an institution to the sailors of San Francisco Bay. But right now it looks like it won't be held again. We are sure the owner of the Alameda Marina has his reasons for not allowing it, but we're hoping he can be persuaded to



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If Swan Built A Trimaran. . . .



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Have you ever dreamed of getting away from the rat race on your own yacht, cruising the world or perhaps chartering to special guests? Whatever your fantasy, Trois En Passani can make it a reality. This spectacular trimaran is not like any other multihull you have seen. Constructed to Lloyd's Standards of special royal marine plywood with fibreglass over and rare osu, mahogany and teak wood interior, you will sail her with pride and confidence. She is comfortable and safe with eight watertight compartments and positive flotation. Despite her size, she can be handled with ease by two people for sail handling is quite easy on her large, uncluttered and stable deck. She has six large double herths to accomodate 12 with four heads and two showers. Her huge covered cockpit and decks allow you and your guests space to be alone, a real luxury not available on most boats this size.

A partial list of equipment includes:

Perkins 4-236 diesel, 85 hp, with a stand-by electric fuel pump, six sails, 13 stainless steel Barients, Cruising Design roller furling on genoa, S/R Mariner Nav 5 instruments (wind, speed, depth), additional VDO speedlog and recording fathometer, Autohelm 5000 autopilot, Ideal electric anchor windlass with deck and cockpit controls. Fuel capacity is 240 gallons in two separate tanks providing a 1,200 mile cruising range. Water capacity is 300 gallons in three separate tanks. Refrigerator and freezer have dual holding plates with both engine driven and 110v auto-electric systems. A 2000w inverter will supply power for microwave, all tools, etc. The battery system provides 800 amperes of power. There is an electric pump for the engine and transmission sumps. The large engine room has access from both the cockpit and aft cabin. There is a rudder position indicator and all standing rigging has sta-lock terminals.

This is a truly fine sailing vessel and is extremely seaworthy. You owe it to yourself to consider the advantage of a world class trimaran.

For further information please contact the owner, (415) 820-9050 weekdays (415) 523-3198 weekends

change his mind — with a little help from his friends — you! Will everyone please send a plea — best signed by a group of people — requesting that the yearly marine flea market be allowed to continue. We know the man to be fair. Send these to the Alameda Marina, 1815 Clement St., Alameda 94501.

Jack & Lynn McCarthy
Montara

Jack & Lynn — Why no more flea market? Sven says that nobody wants to handle the liability anymore. There's a chance it may move next door, we'll keep you posted. For more details, see Sightings.

In regard to the ham test, our objection has never been that it's too difficult, but that it's irrelevent. There's a big difference.

BELIEVE IT

I am writing in regards to an ad that appeared on pages 108 and 109 in your June 1987 issue.

It is hard to believe that the Windjammers Yacht Club would pay for a two page ad promoting the Santa Cruz 27 Nationals and then would not even respond to any phone calls at the number provided in the ad. The number listed was a print shop and every time I called the person answering the phone would tell me that "Debbie" would get back to me. Well, after six phone calls, she never returned the call.

I do not know anything about the Windjammers Yacht Club, but I do know that this was a horrible way to administer a yacht race. I've been wondering if the event, dubbed "Sail Week 1987" was ever actually held.

Dave Wilson Northern California

Dave — If you check the Racing Sheet, you'll see there indeed was a Santa Cruz 27 Nationals. Why your call wasn't returned is beyond us. But don't take it personally; more than a few individuals and companies pay money to run ads but aren't around to benefit from the response. It's one of the mysteries of the universe.

BYE-BYE BELVEDERE COVE, BYE-BYE

I remember Belvedere Cove after a long sail from Redwood City in Mercury #12. This was in 1942!

During World War II, Sausalito was full of ship-building and any vessel anchored in the area could be a home for hard-working, freespending ship-builders. The town loved the money! Today's 'derelicts' may be leftovers from that period.

The Navy caught me again for Korea, but good anchorages were still available.

How strange it is! After all of these wars to protect our freedoms, have we now lost the freedom to anchor?

Bill Bents Calafia Calistoga

Bill — We're pleased to be able to report that the Richardson Bay Regional Agency was apparently stricken with a bout of good sense in regard to the Cove. Under the ordinances passed in July, you'll still be able to anchor there for as long as 48 hours. While perhaps not perfect, it will meet the needs of most mariners.

As for Sausalito, how that town has changed, even in just the last couple of years. A few weeks ago a young lady tourist asked us where she could go "to see the artist community". We thought for a moment before responding, "Well, there is no artist community anymore." She couldn't believe it. She said she was from Australia, that a lot of people knew about "Sausalito artists", and that she'd

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□ PHRF sails □ Cruising sails □ Bat main □ Flashers □ Passagemakers
Yacht Systems Services: ☐ Consultation ☐ Rigging ☐ Rig tuning ☐ Electronics ☐ Other
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1985 w/trailer. Mini-cruiser, great family boat, Honda Outboard, mint! \$8,200.



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OCEAN YACHTS

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been waiting for years to come and see them.

Humans have this unfortunate desire to destroy what they don't understand. The value of the artist's community to the soul of Sausalito wasn't understood and it was destroyed, just the way the RBRA and the BCDC don't understand and are trying to destroy the lifestyles of those who really enjoy sailing and the ocean. A pox on ignorant, uncaring government.

DIDN'T PREACH ANY SERMONS TO ME

Sailing down the coast of Baja a few years back, I met up with the Pardey's on *Taleisin* on several occasions. I think I got to know them reasonably well.

I sail a plastic yacht, with an engine, a shitter and most electronics. But they never gave me any sermons.

Taleisin sails weatherly and fast. Even without a motor to nurse them through the doldrums, they bettered the passage times of most other yachts to the Marquesas that year.

Some of your readers seem to be missing their main point, which is: "Do it!"

By the time most folks have their perfect dream machine, old age may have gobbled up much of their energy to enjoy it.

One only needs to see *Taleisin* tack upwind to anchor, Lin casting the sounding line between smoothly executed tacks to realize these folks know their stuff. Life is a compromise.

Stephen Brown Rhodes, Greece

□INFORMATIVE AND ACCURATE

Congratulations, your last article on ham radio was informative — and accurate. Many boaters, especially cruisers will benefit greatly from the information.

I know it's hard to allot time for studying for the proper license, but if someone is willing, I or other hams will gladly help out.

Eddie Alexander Redwood City

Eddie — Thanks for the kind words — especially since we haven't always seen eye to eye on the ham nets.

Actually it's begun to grate on us that so many hams seem to believe our objections to the licensing program are based on our being lazy. As soon as we get a little rest, we're going to put in a little bit of study and prove these folks wrong. When — and if — we get a General Class license, can we rest assured that our objections to the licensing system are altruistic?

THE NAME GAME WON'T STOP

I just want to correct a factual error and a typo in the June issue. My husband, Brett Leach, wrote to you about sailboats staying out of the way of big ships. You mentioned we live on a Cheoy Lee 36 named Limestone Cowbody. We do live on a Cheoy Lee 36, but at the time it wasn't named. We do own and race a Santana 22 named Limestone Cowboy (no 'd').

Our friends in the Santana fleet and our neighbors in Alameda did have a great time with it, though. They said to say 'Thanks for the entertainment'. Actually *Limestone Cowbody* isn't a bad name; it brings to mind the image of a stone-drunk football player from the University of Texas passed out on the steps of his fraternity house.

As of last night we ended a seven-month heated discussion of boat names and chose *Tintagel* (pronounced Tin-TAG-el), with the middle syllable sounding like the child's game. It's the name of a small village on the coast of Cornwall and the site of a ruined castle reputed to be the one where Uther Pendragon seduced the lovely Ygraine (wife of the Duke of Cornwall) to beget King Arthur. We don't plan to

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Our goal is your achievement of your goals.

Our purposes are to have products that really work available in the marketplace, and the survival and expansion of our business.

Our valuable final product is you, using our knowledge and our products to successfully solve the problems that stand between you and your goals.

We handle paints, epoxy adhesives and laminating resins, two-part polysulfide rubber, pour-in-place foam, and antifouling paint.

If your boat is wood, steel, aluminum, fiberglass or ferrocement, we have something you need for a fresh coat of bottom paint, a major resurrection or anything in between.

We wrote the books 'How To Fix Your Wooden Boat' and 'How To Finish Your Ferrocement Hull'. For five bucks, either can be yours.

Whether you need knowledge or a can of glop, come to us.

We are the source.

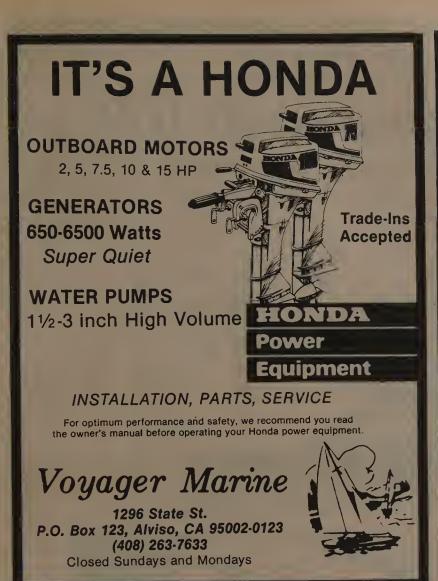
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11267 A Coloma Road **SAILBOATS** Rancho Cordova, CA 95670 (916) 635-8805 beget any kings on board, but we were very much taken with the ruins and the wild Irish Sea that beats on the headlands there.

To be completely accurate, *Tintagel* was my first choice but Brett's second. So I had to trade him 180 days of washing all the dishes not counting the days he's at sea without me — and the right to name the next.

To other good boat name stories. Apparently the boat Fujimo is not named for Japanese stereo equipment, but is an acronym for 'F-k You Jane, I'm Moving Out'. The way the story goes, the owner was given notice by his wife that he'd lose her if he bought the boat. It just goes to prove that sailors should marry sailors.

Then there's the boat Bark, a Westsail 32 in Alameda. It stands for Barbara Ann and Richard Kaiser, the two lovely people who own her. As you might expect, the name generated many hound dog vocal impressions while the boat was hauled out at Svendsens. I personally was moved to bay at the moon late one night as I came through the yard on my way back from a party. It's a great name.

Finally a serious question. There's a product, advertised in the July issue by Dorado Marine, for a super-slick, no-stick miracle coating. Is this the same stuff I read about a couple of years ago in Latitude 38? I think it was the stuff developed as a coating for artificial heart valves to prevent clotting. Does it work? I'd like to hear more about it from readers that have used it.

On the BCDC: I think they're trying to turn us all into golfers.

On cruising au naturel or au technical. Let's face it folks, nothing on a boat is 'natural'. Every piece of gear is a human made contrivance. There is no particular virture in wooden cruising boats as opposed to those of other materials. In fact, there's no particular virtue in cruising at all. I want to do it, but that doesn't make me a better person than the folks who camp in Winnebagos or live on fancy vachts or in condominiums.

The only moral imperative I subscribe to is "Have as much fun as possible without hurting anyone else in the process and keep the pompous bullshit to a minimum". This prevents me from driving or sailing while drunk and doing other stuff that has serious consequences for my friends and neighbors. It mostly keeps me out of trouble. Anyone who thinks he or she is more righteous than his or her neighbor is wading into deep water with bricks on their feet.

Karen Leach Tintagel Alameda

Karen - Sorry about the typo, but they do slip through. For example, in this month's letter we temporarily hit a 'c' unstead of a 'k' and almost ended up with the 'Duck of Cornwall' rather than the 'Duke of Cornwall'.

As for Fujimo, that's indeed a true story. The boat raced in the SORC a few years ago.

TIP TYPO

This letter is in reference to Kostecki's Ace Tips in the June issue, page 177. His use of a line sight is a great idea, but I don't think he explained it properly.

To obtain a land sight, you extend your line of sight thru the race committee flag and the starting buoy to an object on shore - so far, so good.

However, if you sail to the middle of the line, the object on land will appear to be below the buoy as long as your boat is below the starting line. Conversely, your land sight will appear to be above the buoy when you are above, or past, the starting line. This is just the opposite of what Kostecki indicates - and it's rather an important point in the use of a line sight.

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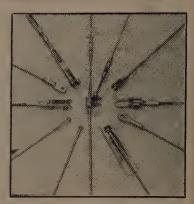
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Was this some kind of test to see if your readers pay attention?

Mick Schymeinsky
San Francisco

Mike - It was a test to see if our proofreaders catch things they're supposed to catch.

☐MIND YOUR T'S AND Q'S

I am sure you are aware of this, but I thought it might be made clear to your readers:

It is legal to provide a skippered charter on a boat with more than six passengers provided the vessel is inspected under 33 CRF Subchapter "T". To pass inspection it must meet various standards of structural strength, stability, watertightness, fuel, electrical and mechanical safety and so forth.

It really is not that onerous, and I have found that the Coast Guard is generally extremely cooperative, bearing in mind that they are constrained by a series of rules that they must enforce.

The main problems come from some particular areas:

✓ Inspecting an existing boat is difficult, as many things are hidden by the time it is finished, such as exactly how the hull was made.

Fire retardant fiberglass is generally required. (There are exceptions to this, however. For this reason, as well as low first cost and general reduced maintenance, I would build a purpose-built sailing "T-Boat" in steel.)

As in all regulations, there are "magic numbers" and loopholes. It requires some knowledge and experience to best use these, though in the past, if contacted early enough, Coast Guard would generally guide an owner through them.

Some innovative installations require special approval through Washington. This can take serious time.

Some components have to be listed for commercial use. As most recreational boat parts are not listed, this can also take serious time and require the manufacturer's cooperation be allowed to use them. This is not to say that they are good or not good, but just that they have to go through the bureaucratic approval process.

Certain sailing vessels have to have stability calculations more elaborate than some yacht designers normally do.

It is important to realize that these thing are really not a major problem, however. Every sportfishing trip boat on Fisherman's Wharf has been through the process. The requirements are, for the most part, just common seamanlike good sense, and are derived from standard practice.

If I were to build a sailboat with the intent of carrying passengers for hire, I would build it of metal (aluminum or steel) and use a conventional diesel inboard system and only 12 VDC electrics, under 65 feet and less than 49 passengers. A deep keel with lead poured in the bottom would allow a low center of gravity and a moderate beam to length ratio (at least four beams long for over 40 feet) would ensure acceptable stability. Again, there are other rules to follow as well, but there is no point in starting with something different.

Perhaps some builder will build a stock approved "T-Boats". (Uniflite used to build stock motor "T-Boats".) However, until then, the owner will have to go through the approval process himself.

Whether a "bareboat" legal charter is safer than an illegal skippered passage is moot. Since bareboating constitutes transfer of all responsibilities of ownership to the charterer, a bareboat voyage is just another "pure" recreational voyage and therefore is only subject to those regulations any recreational boat must meet. The main reason that other activities are regulated is because the paying guest

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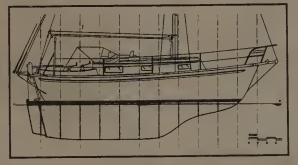
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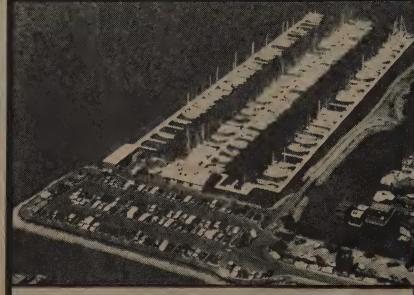


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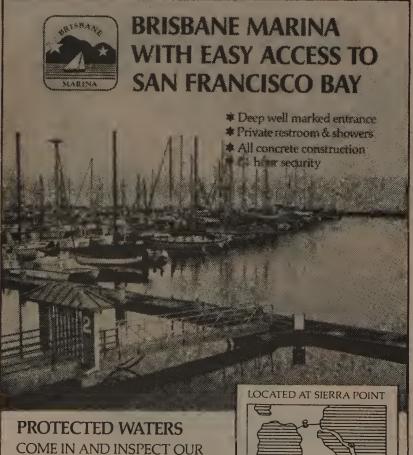
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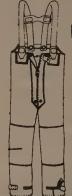


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in most situations is regarded as entitled to "better" protection than the non-paying guest by our system. (As is the hired worker.) Most stretches of the meaning of payment are due to the unholy combination of lawyers seeking to move an injured party to a more protected status or some pirate operation trying to avoid paying the dues to carry passengers for hire by some sort of cute scheme.

I know that the attitude of *Latitude 38* is generally one of *laissez faire* as regards regulation, and I am not going to argue that these regulations have any absolute merit, though I feel that they do. However, lots of operators have paid their dues, and I feel that running pirate sailboat rides is just basically not the done thing.

In due time, there will probably be some amount of redefinition and clarification of bareboat chartering as regards recreational boats as current law is primarily based on shipping practice. It is worth noting that the majority of merchant ships in the Bay are probably bareboat chartered. Most of them are actually owned by a financial institution and chartered by the steamship company whose flag they fly. (Even the Navy charters ships.) Most of these charters are for twenty years and are more like an auto lease than what we think of when we rent a boat. Clearly, law developed for this situation is going to be stretched for an afternoon rental.

On another item, I would like to offer condolences to the owner of *Whirlwind*. In the spirit of that, I am willing to run damage stability calculations gratis for someone who wants to experiment with watertight subdivision to prevent accidents. To do this the boat lines drawings are required, though the lines can be taken off the boat in drydock. (The designer's permission should be obtained before doing this, however. I will sign the standard confidentiality agreement.)

l can be contacted at (408) 289-0833 days or (415) 681-5726.

Christopher D. Barry, P.E. San Francisco

Christopher — We're not so much laissez-faire as desiring that there be reasonable justification for regulations. Bad laws foster lawbreakers. And trying to apply regulations made for huge ships to recreational boats is an example of bad law.

We don't know that passing inspection under 33 CFR Subchapter T is quite as easy as you make it sound. Josh Pryor, whose San Francisco Bay charter sailboat, Ruby, was approved under those regulations, can show you stacks of documents he had to get approved and many log entries of the Coast Guard personnel who stopped by to do step-by-step inspections of the boat. To hear him tell it, it was neither easy nor fun, even though the Coast Guard was cooperative.

It's interesting to note what other boats have been approved for more than 6-passenger skippered charters. Scotch Mist, a Santa Cruz 50 operating out of Lahaina carries something like 17 passengers and apparently can legally carrry more. Who would have thought it possible? Alaska Eagle, a Whitbread Around the World veteran that was built in Europe, operates as a more than six passenger carrying vessel with skipper. Somehow it's legal even though it's a foreign-buit hull. In the U.S. Virgin Islands, it's legal to do skippered charters — of less than six people — with foreign built hulls. Nuts, isn't it?

Is it not fair to say that a whole new set of regulations needs to be created for safe, sane, and consistent yacht chartering?

□IDIOTS AT LATITUDE 38

This refers to the letter entitled "Idiots In Oakland?" which appeared in the July issue signed by John.

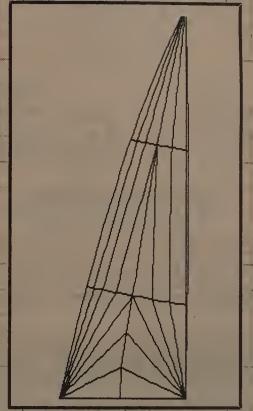
One can certainly respect John's impressions since, undoubtedly, he drives by the *Potomac* site frequently and seeing absolutely no progress, understandably gave vent to his feelings. What is difficult to

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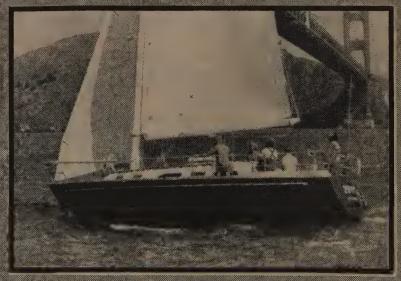
3rd — 'Puffin' — Freedom 36

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comprehend however is the fact that *Latitude 38* manifested its agreement with John's letter without, as good journalistic practice dictates, checking the facts.

In December 1986 a \$1.5 million contract was signed between the Potomac Association, a non-profit group formed to oversee restoration of the vessel and the Pacific Drydock and Repair Company of Oakland. The ten-month contract calls for the structural renovation of the vessel, painting and launching in a seaworthy condition. During the course of this contract, bids will be taken for the outfitting of the ship which will be accomplished after the ship is at moorage.

After authorization to proceed was given Pacific Drydock in December, work was begun with the U.S.C.G. on plan approval and lofting and layout work started. Just as physical fabrication and erection was to start, the West Coast Shipyard workers called a strike which is still in force at Pacific Drydock.

As one of several volunteers who has given a lot of time to this project your answer to "John" did indeed cast somewhat of a pall. However we are confident shipyard union and management differences will be overcome, work will resume on the *Potomac* and the Floating White House will again sail.

You should also be made aware of the fact that the Franklin Delano Memorial Pier has been constructed at Jack London's Waterfront in Oakland where the *Potomac* will be moored and made available for tours by the public. The *Potomac* will be the only permanent F.D.R. memorial in the United States and the only memorial to any U.S. President in the Western States.

I can assure "John" that once the shipyards return to work he will be seeing some activity on the *Potomac*. We want it, too.

James F. McCloud Piedmont

BELIEVE IT OR NOT!

Help!

I am writing you because of your wide circulation in the Bay Area. I have contracted for a sailboat to be constructed for me here in the Phillipines. The boat is 50 percent completed, 80 percent paid for, and the builder has told me that he has sold my boat to another customer in San Francisco. Can you believe it?

I have filed a restraining order and should be OK, but what about the 'other' owners.

The boat is a Creala 40 being marketed through La Pierre International Yachts of Granville Island, Vancouver, B.C.

David S. Tillson Manila, Phillipines

Readers — We've made several attempts over a period of six weeks to get Leonard LaPierre to respond to Tillson's claim. A month after our first inquiry, a spokesman for the company said that Leonard was in the Phillipines "straightening out the problem". In fact, he was under the impression that whatever problem there had been was already solved. LaPierre International says they've been in business for five years.

For what it's worth, Mr. Tillson had enclosed a copy of the Temporary Restraining Order granted him in Manila to prevent hull number 4001 of the Creala 40 from being moved.

A word to the wise: Boatbuilding is an extremely risky business, therefore it's rarely prudent to put up too much money too early. For example, you never want to put up 50 percent of the money when only 10 percent of the boat's done. Not unless there are very unusual circumstances.

DKEEPING UP WITH THE JONES ACT

I have what might be a possible solution to the Jones Act dilemma





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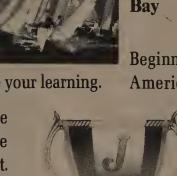
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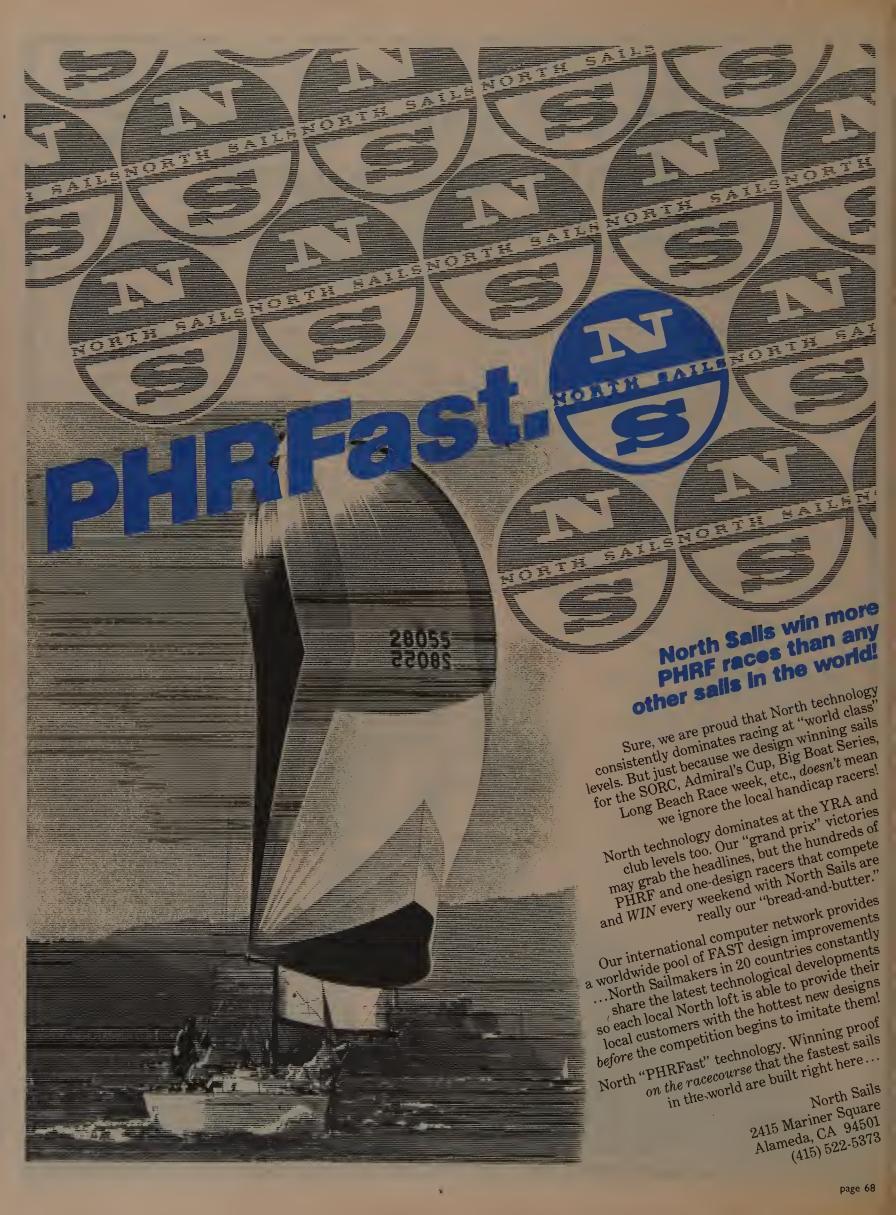
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that's been discussed in these pages.

What if you put the title of your boat in a corporation, if possible a corporation where the bearer of the stock — who need not be identified — is the owner. You can do this in Nevada. Then you lease the boat from the corporation, the leasee being a bareboat charter group.

All crewmembers then join the charter group. The vessel is leased in a 'where is, as is' condition by the charter group. The charter group leader — the 'real' owner — decides where and when the vessel will travel — after discussing it with the other charter members. In so doing, I presume it would become a joint venture, thus limiting the liability of the 'real' owner in case of injury or death.

I hope Ken Wilson will comment on the possible solution. I assume he is either an admiralty lawyer or at least very knowledgeable about marine law.

As a cruising yacht owner, I would like to find a solution to the problem of liability to crewmembers.

Capt. Merl Petersen Schooner Vivika Honolulu, Hawaii

CRUISING BOAT BUDGET

The underlying limit on size for a cruising yacht is money. Few people spend less for their boat than the maximum they can afford.

My friend, who made his stash as a financial consultant on European investments from an office in Panama, advises that no more than 40 percent of the cruising budget be spent on the fully-equipped vessel.

For a budget of \$500,000 that's about \$200,000. I know a Valiant 40 which cost about that much, cruise equipped. That was the sum of the new boat price plus goodies.

Thus for a budget of \$250,000 we have \$100,000. I can think of used boats in the mid-30-foot range which could be bought and outfitted for that.

The big question, when you're done: are you tolerably comfortable living within your means? The American answer is usually no, of course.

Chuck Warren Berkeley

Readers — Chuck happily cruised Mexico and the South Pacific in Antipodiste, a 30-ft Farr-designed half-tonner.

PLOY FOR SHIRTS

Out of blatant greed and envy of those blessed with Roving Reporter t-shirts, some of us are driven to great lengths. To attempt to secure the aforementioned badges of distinction, my wife Laura and I were forced to trek to the Caribbean, each with a copy of May '87 Latitude 38 in hand, in search of someone with the proper enthusiasm to pass them along to.

On Martinique, after many painful days of drinking, eating and lying around in the sun, I hit pay dirt when I spotted the yacht Zip A Dee Do Dah of San Francisco, anchored in the harbor at Trois Ilets. Sailing out to her on a borrowed Sunfish, I found the owners, John Nickerson and wife at home. John is making his way south to Venezuela for hurricane season and sends his regards to his Bay Area friends. Following my threats of heaping his boat with bananas, John reluctantly took the copy of Latitude 38 from me and was gone the next morning.

On St. Martin, the weather was quite rainy, flooding most of the island and forcing me to don my foul weather gear (swim-trunks).

Pushing on to the BVI, we chartered a Beneteau First 375 from Tortola Yacht Charters and having nothing but good things to report



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She's only four years short of her 100th birthday. In her youth, her sails hustled her all over the Bay, bringing hay to the thousands of horses that were transportation for San Francisco. But *Alma* also hauled vegetables, eggs, bricks or lumber: wherever there was a load to carry, she was ready, as were several hundred others like her, Bay scow schooners all.

There were no bridges then, no trucks. And no freeways, no smog, no highrises, no suburbs. Only the blue Bay surrounded by farms and the endless hills — and a wide open, bridgeless Golden Gate. She worked day after day, year after year, in this lovely place.

Then progress struck. Engines for boats, bridges across the Bay, and trucks. No need for *Alma* anymore. All her many sisters disappeared, broken up, rotted away. They put an engine in *Alma*, and she hung on, doing this and that, finally hauling oyster shells to chicken farms in Petaluma — but in these later days, she seemed always to be sailing upwind, against history, against progress.

Then, during a very high tide in 1957, Alma beached on the Alviso mud flats. After sixty-six years, it looked like the end. By 1959 she was about surrounded by land fill. Alma was being buried along with one more piece of the Bay.

But there was a hero for Alma— the San Francisco Maritime Museum. They found her and they rescued her— and gave her as much life as an older lady could be



expected to handle. And they found that she's a very tough old lady — there's an incredible amount of about eighteen inch Douglas Fir timber in her.

More heroes followed. The Maritime Museum became part of the Golden Gate Recreation Area, part of the National Park Service, and recently, when *Alma* had been long needing some heavy surgery, money was found to rejuvenate the grand old lady — and we were overjoyed to welcome her to Stone Boat Yard.

When she leaves us, she will be able to live on at some ease, painted up, fixed up, and, above all, sailing her Bay — a direct and living contact with what this place was like in an entirely different age.

What would any of us give today to sail the Bay she sailed when she was young?



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from the experience. For best beach, clearest water and best swimming, we recommend White Bay on Jost Van Dyke. It's almost deserted while the small resort there undergoes a change of management and the off-season makes the visitors few and far between.

While exploring Pusser's Landing at West End Tortola (Sopers Hole), Laura noticed a well-read May 1986 copy of Latitude 38, so we left our final copy of May 1987 with Henry Gray, the manager. By the way, Pusser's Landing serves excellent drinks, followed by a great dinner, service to match, and then throws in a bottle of rum at the end.

Laura and Byron Mayo Milpitas

□ON LINE, ON BOARD

I am writing because I thought you could help, or point me in the right direction, for getting information about onboard computers.

Last summer I had planned to buy a computer but wound up getting a sailboat instead. Now I am thinking about the computer again but am having difficulty obtaining information about how they stand up in a marine environment. The people who know about computers don't seem to know a whole lot about boating, and vice versa. I know there are programs for navigational calculations and that computers are used onboard boats — but I don't know anyone who has one.

My specific questions are whether floppy disks are better than hard disks for boats. And are there special precautions that must be taken to protect the hardware and software?

Cynthia L. Goddard San Francisco

Cynthia — Our computer expertise is restricted to the function of the on-off button, so we'll pass your questions on the the readership.

BOOKS AND PUMPS

A while back you asked for reading recommendations while sailing. I would like to share two with you.

The first is the story of singlehanded sailing in the far northern islands "scattered from the Bering Strait almost to the Bosporous . . . (in) the spellbound Archipelago". It is a fascinating psychological study of one man's being cut off from civilization and comfort. It is The Gulag Archipelago by Alexander Solzhenitsyn.

The second is a mystery not exactly about sailing. It deals with Epoch 1970 and reads with suspense up till the end. If you buy everything the media says about Nixon it is not for you. It is *White House Years* by Henry Kissinger. I read both of these while hove-to off of Cabo Corrientes (Puerto Vallarta).

Also, I would like to let you know of an extremely considerate deed by West Marine. While in Manzanillo, my galley water pump gave out. These things are unavailable down here. I took it over to the West Marine boat *Promotion* at Las Hadas and pleaded, "Help". (A leaky water pump is a mess!) Seven weeks later on my way up from Zihuantanejo they had a new one for me. *Un mil gracias*, Scott and Chris, and to *Latitude* for letting me thank them publicly.

Carig Ostfeld Yate Maxwell's Demon Mexico

Craig — We go sailing to get away from Alex's and Henry's. So please, let's stick with nautical recommendations.

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Changes in Latitudes and various articles you have published

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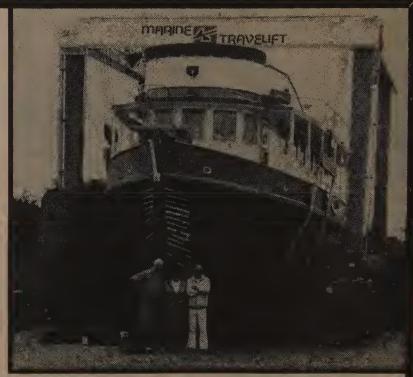
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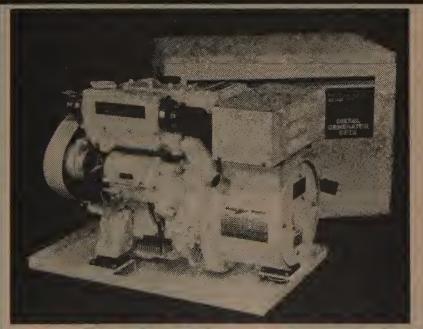
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LETTERS

about cruising to Mexico frequently comment on the amenities available to sailors in San Diego. However, you don't have to quit your job, sell the house, and set off to circumnavigate in order to enjoy sailing San Diego Bay and seeing the sights on shore.

For charter sailors, I can highly recommend Harbor Island Sailing Club which is located at the Harbor Island West Marina directly across the freeway from the San Diego Airport. Non-stop flights are available to San Diego Bay and the fares sometimes are lower than those to Los Angeles. San Diego is an easy town to get around in and the San Diego Bay offers a more laid-back sailing experience than San Francisco Bay does in the summer.

The marina itself is clean and well-maintained and offers shoreside showers and restrooms, a laundromat, deli, and restaurant and bar. The location is within a few minutes drive from many restaurants and tourist attractions in the San Diego area.

Harbor Island Sailing Club is a very businesslike operation and the boats appear to me to be quite well-maintained and clean. Charter rates for members are comparable to those charged in the San Francisco Bay Area, and both Horizons Sailing Club in Alameda and Dave Garrett Sailing Club in Sausalito/Redwood City/Emeryville enjoy reciprocal privileges with Harbor Island Sailing Club. The current fleet list includes boats ranging from a Santana 22 up to a Cal 39.

I chartered an Ericson 30 + from this club in early June, and had a Hunter 31 two years ago. Both boats were in excellent condition and I got great service from the club.

Richard H. Jordan Novato

☐FRAGILE FERRO?

First I would like to say thanks for being there and for being consistent. Love it.

I was quite surprised as to the lack of response to the ferro cement question. Perhaps the people with the most experience would prefer not to look at the issue.

My personal experience includes two large ferro vessels: one a 46-ft Samson ketch, the other a sloop of 48-ft. I was skipper of both vessels and responsible for their maintenance. Some problems are:

1) paint does not stick to cement, 2) epoxy is also a temporary answer, blisters will occur in time, partly because cement is alive and releases lime and gases for nearly 15 to 20 years, 3) a very cold boat, and, most important, 4) they are very fragile (they break easily).

The 48-ft vessel which, incidentally, had accomplished a three-year circumnavigation, sank after a mooring pendant snapped in high winds. The vessel nosed into a rocky shore and sank in minutes — a total loss. The reason for the extent of damage and loss was the nature of the ferro hull itself. It has an armature or frame of rebar or wire covered with hardware cloth or chicken wire. This is then covered on both sides with a special mixture of cement, a hard and brittle mix.

What I have found is when a ferro hull is struck, the hull at the point of impact does not simply crack, but turns into gravel held by wire. Nothing to push back into the hole. To raise this particular vessel a crew of eight, two boats, six pumps and two divers, including myself, spent four days in wetsuits shoving epoxy in holes. We finally poured a yard of concrete inside to keep the hull in place. It was no fun.

The 46-ft ketch had a similar encounter with a buoy and required constant fairing, also the armature becomes brittle in time.

I feel it is very important that this information get out, because it may save lives. Ferro makes a great houseboat but a risky sea-going vessel. I will not go back to sea in one. Maybe the insurance people

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have looked into whose boats are always total losses after a collision. I have some suggestions for people planning to cruise in one of these vessels I would be happy to share.

David D. Trupiano ex-ferro sailor

□ CHAINED AND PADLOCKED AT INTER-CONTINENTAL HOTEL MARINA

The 'welcome mat' is definitely not out for boaters who would like to come aboard this beautiful, touristy, restaurant, hotel, shopping plaza and marina on the San Diego waterfront.

After sailing all the areas of the San Francisco Bay area for the past twenty years, my wife and I were elated to be transferred to the San Diego area through my employment. To us this meant exploring the beautiful waterways of San Diego, a paradise not previously known

On May 5th, a superb warm Tuesday morning, my wife and I and another couple, both owning Catalina 30 sailboats, decided to buddy-boat over to this much publicized, posh marina; the Inter-Continental. Upon arriving around noon, famished and thirsty, we pulled our sails down to moor inside the marina looking for a guest dock. We came upon a couple on a long vacant dock; and inquired about a guest dock. They informed us the end ties were used for this purpose as they were neither rented or belonging to anyone. We pulled both our boats up, end-to-end tied up, and left the boats open with engine keys inserted. We proceeded to the Harbor House Restaurant for drinks, lunch and a fantastic view of the harbor.

All four of us had enjoyed our visit to Seaport Village until we arrived back at our boats at 2 p.m. All four of us stood with our mouths wide open, staring at our boats chained and padlocked together! The four of us made an about face and headed for the harbormaster's office. We were stunned by the chaining of our boats - and then we were hit smack in our faces with a charge of \$25 for a tie up fee and \$12.50 each chain and lock fee. This by a very pompous, arrogant, nasty harbormaster.

We had no choice but to pay up to get our boats released but the bad taste remains in our mouths. This is certainly a far cry from the



Chained up at the Inter-Continental.

welcome you get at Pier 39 in San Francisco, when the harbormaster is so pleased that boaters will tie up, spend money, enjoy themselves and come back that there is no tie-up fee!

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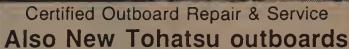
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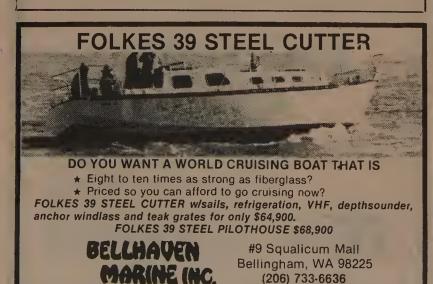
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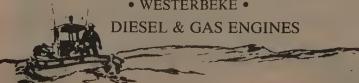
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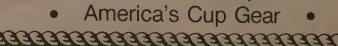
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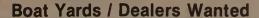
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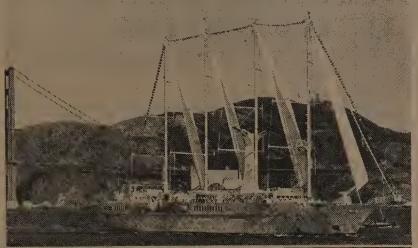
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LOOSE LIPS

Computers sail the longest ship.

Wind Song's 204-foot masts cleared the Golden Gate Bridge by only 20 feet when the world's longest sailing ship arrived in San



'Wind Song' enters San Francisco Bay.

Francisco in time for the Fourth of July fireworks.

Computers sense wind conditions and trim the six huge sails while passengers lounge around the swimming pool. The 440-foot ship, launched this year, will carry 150 on French Polynesian cruises.

Dateline, the Big Apple.

Two years ago at Minneford Marina at City Island, 284 so-called 'dockominium' slips were put up for sale. According to a report in the New York Times, 258 of them have already been sold. That's pretty remarkable when you consider that boating in New York is a Memorial Day to Labor Day pastime.

Those who purchased dockominiums have made out better than banditos in the hills of Mexico. Forty-two-foot berths that sold for \$31,000 two years ago are now bringing \$63,000. And the end isn't in sight. The marina is about to ask the state attorney general's office for permission to raise prices another 15 percent. And you thought the stock market was doing well.

The popularity of the dockominiums has not been lost on banks, who initially refused to finance the slips because there was very little to repossess. The banks have had a change of heart.

What's made dockominiums such a financial success for investors is unrelenting growth in the value of waterfront property. Marinas are disappearing because the land is too valuable for developers. Next to Minnefords is a new condo apartment complex called The Boatyard; the name is appropriate because that's what it replaced, a boatyard.

You can buy dockominiums in San Francisco Bay, but don't expect them to appreciate as those in New York have, at least not in the short term. Right now Northern California probably has more open berths than any other region of the country — and more are on the way. It's going to take more than six months for demand to catch up with supply - especially at today's prices.

Gone on to that big anchorage in the sky.

H.G. "Blondie" Hasler, friend to both racers and cruisers, died

earlier this year at age 73.

Hasler, an Englishman, is the one who suggested the OSTAR singlehanded TransAtlantic race that has been such a success and so frequently copied. His original entry, the junk-rigged folkboat, Jester is the only boat to have done all the OSTAR's.

In addition, Hasler is credited with being the inventor of the modern self-steering vane, an effort which virtually all cruisers owe him a debt of gratitude.





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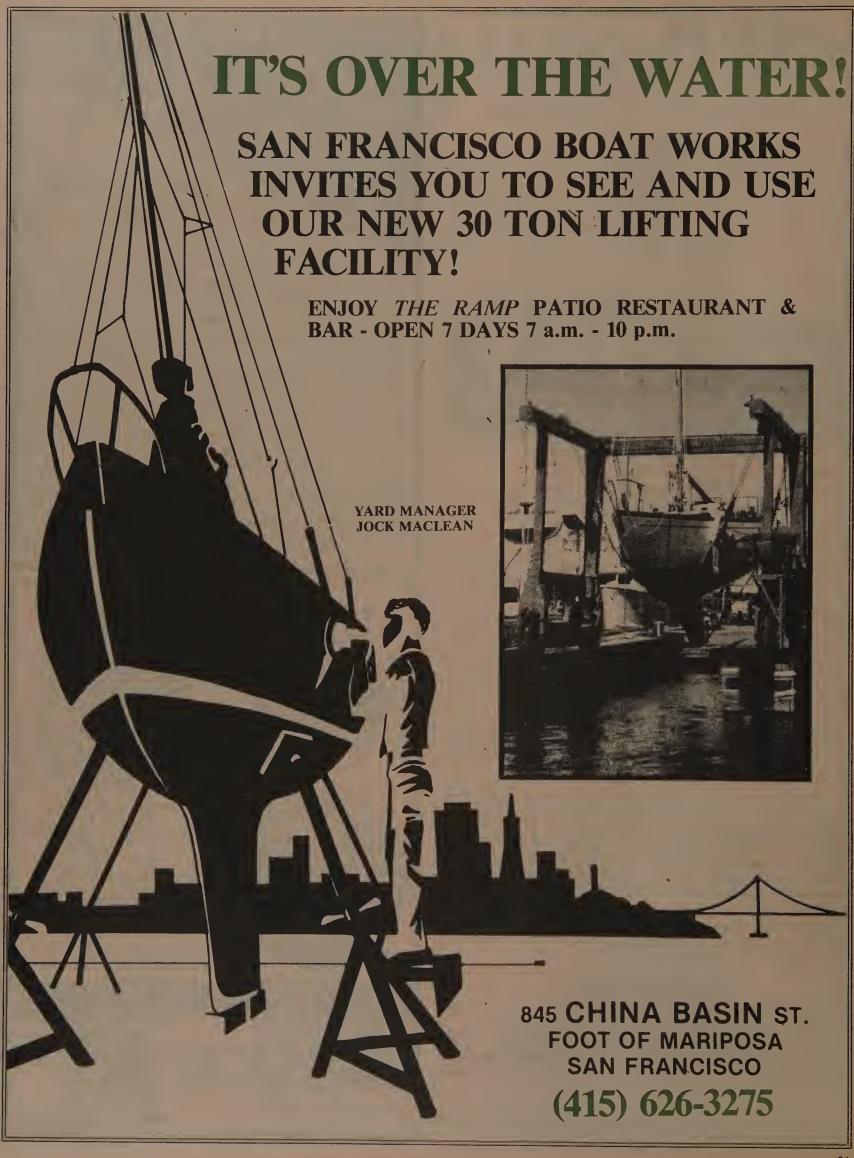
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LOOSE LIPS

We know none of you read Playboy so it's incumbent upon us to report the following sailing item.

In the August '87 issue there was an article called Comebacks, a salute to those who have taken a tumble and recovered. There were two with sailing connections among them. We'll presume you know what Conner's comeback — he's identified as "the carpet salesman from San Diego" — is all about.

But how about Nolan Bushnell? He's the guy who made a bundle with Atari and then blasted off into even greater prosperity with those zany Pizza Time Theaters. With business success after business success topped with his Holland 67, Charley, taking first-to-finish honors in the '83 TransPac, Bushnell admitted that he felt he could do no wrong. "But the minute I stepped onto that dock, it was like all my luck was used up," he told Playboy.

First Charley lost her keel during the delivery trip home to California. Then Pizza Time started going down the tubes. Bushnell figured that he could control everything but his luck, and that had gone bad.

The foundation of his comeback — most specifically in the world of toys — is his belief that you can control luck. If yours is all used up, here are the three things he recommends doing: 1. work hard to replace it; 2. do good works for your fellow man; and, if these fail, 3. sacrifice a virgin. He says he was just kidding about the third one.

Great moments in exaggerating.

Many Northern California sailors have docked their boats at Sam's Anchor Cafe in Tiburon. But not quite as many as the owners of Sam's would have you believe. To quote the ad for Sam's Beachside Grill in Lahaina, Maui, they write of the Tiburon restaurant:

"On opening day of the yachting season as many as fifteen to twenty thousand people have shown up to try for a table on the open-air deck at Sam's."

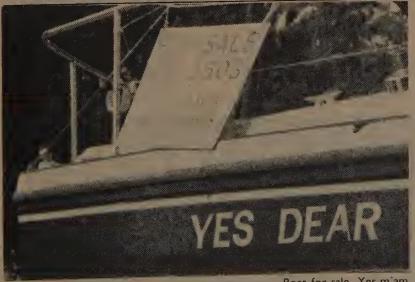
Twenty-thousand people? Heck, not even half that many show up for Opening Day, let alone show up at Sam's.

Columnist Gerald Nachman, pretty much summing up the Chronicle's attitude:

"My idea of sailing is dinner at the St. Francis Yacht Club."

Sell the boat, she said. .

We think there may be a story in this photo. We don't know for sure, but it looks like the kind of story a lot of sailors could tell.



Boat for sale. Yes m'am

The person who sent the photo to us said, "We all know who calls the shots in that family!'



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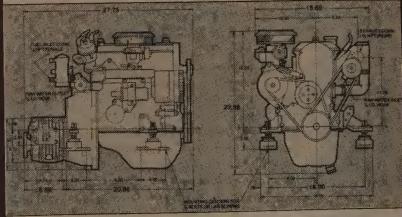
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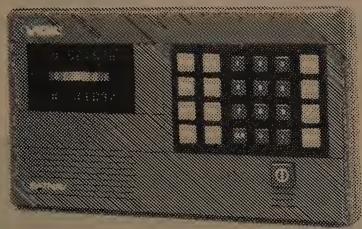
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tough times in taiwan?

It was about 15 years ago that low-cost — and sometimes low-quality — Taiwanese boats began arriving in the United States. Blessed with phenomenally lower labor costs, the Taiwan manufacturers were in a large

cont'd on next sightings page

antiques?

No, no, no, not Debbie and Carmen, but the 'coffee grinders' you see them working on.

With light boats getting so popular in the



antiques?

TransPac, grinders such as these on the Swan 76 Tigris aren't required, even on the maxi sleds.



tough times - cont'd

degree responsible for the downfall or crippling of a number of American sailboat manufacturers.

Now, according to a couple of sources who have been importing boats from Taiwan for many years, that country's boatbuilders may be running into serious problems of their own.

For one thing, there has been a tremendous change in the value of the currency. The United States dollar has become 25 percent weaker relative to Taiwanese currency in the last seven months, meaning that were all things the same, a Taiwanese boat built now would cost significantly more than one built a year ago. (If fact, those of you considering buying boats built in Taiwan which to a large extent have increased tremendously in quality since the days of the "Taiwan Turkey's" — might be wise to buy now before the price increases hit.)

A second factor is that after something like four decades, marshall law has finally been lifted in that country. What this means is that many prohibitions — such as the forming of labor unions — will soon be terminated. Given the unpleasant and somewhat hazardous nature of boatbuilding, boatworkers are expected to be among the first to collectively bargain for higher wages and benefits. So naturally boat-building costs may rise.

Somewhat along these lines are changes being made with the enforcement of laws. Because it's subject to so many typhoons, many Taiwanese boatyards were built inland, and their oversized products trucked to the sea. The standard deal was that a truck-driver would get one ticket for carrying an oversized load, and armed with that, would wave it at the other police who would let him go without further tickets. A modified bribe situation. Now, however, that funny business is going to be eliminated. Once a driver collects six tickets in a lifetime, his license is permanently yanked.

There are other problems than the three listed above, and while all of them are no doubt subject to some kind of solution, the concensus of opinion is that Taiwan boatbuilders are facing a much more difficult business climate than ever before. And that it's going to hurt them. As one of our souces put it, "It's on the edge of being over. They'll build some luxury boats over there, but that may be it."

Hong Kong may once again become a major source of boats in the east. It's still free-wheeling over there, where even a census is forbidden on the grounds it might be the beginnings of excessive government interference in private enterprise.

another maritime victim of the law

For nearly two decades, Svendsen's annual Marine Flea Market has been a Northern California tradition. From all appearances, it now looks like it has become just the latest victim of 'American justice'

The flea market started out as a little thing, held on the Columbus Day Weekend (the second Saturday of October) at Sven's Alameda boatyard. As the years went on, the flea market grew so large that the boatyard could no longer accommodate it. Fortunately, the nice folks at Alameda Marina said it could be held on their property.

And the crowds continued to grow. Sven figures that last year there were between 4,000 and 5,000 people during the course of the day. Lots came to sell their unused marine gear, but for many it was just an opportunity to see old sailing friends.

The flea market was always for fun, not profit. Neither Svens nor the Alameda Marina ever charged a cent. But these days the risk of being nice guys and offering something beneficial to the general public is simply too great.

A while back somebody broke their leg at Alameda Marina, so naturally they sued. With the prospect of another 5,000 potential litigants showing up again this Columbus Day, the insurance companies have freaked out. Thus the generous folks at Alameda Marina have had to withdraw the use of their

another maritime victim - cont'd

parking lot, leaving the flea market without a site.

There's a possibility that it might be moved to another site and run under another name. We'll keep you posted. Meanwhile you might want to reflect on what's really the greatest threat to your personal freedom; the Russki's or our own American legal system. Free America's 200 million!

bill lee and the america's cup

Back in May, Bill Lee, Latitude's 'Sailor of the Decade', sent a letter to the San Diego YC congratulating them for their America's Cup victory and offering several suggestions about the type of yachts that ought to be used in the next America's Cup competition. We thought you might be interested in some of the highlights.

Just so everybody knows where everybody stands, we should point out that over the last ten years Bill Lee has been the most vocal advocate of light boats and the 'fast is fun' philosophy of sailing. A yacht racer, designer and builder, Lee and *Merlin* still hold the monohull record for the TransPac.

The Santa Cruz resident feels there are several disadvantages with the current 12 meter rule, primary among them the fact that the rule was written in 1906, that the scantling system is impractical, that the 12's don't make for good television action, and that 12 Meter technology contributes little to sailing in general.

To Lee's way of thinking, there could be such a thing as an "improved" 12 Meter. He cited the way the much lighter and more responsive 5.5 Meter rapidly overtook the popularity of 6 Meters.

"Improved 12's" would keep the same rule framework, but would have half the required displacement, would allow longer waterlines, would eliminate mid-ship chain girth measurement, but would leave sail area alone. Lee explains that such boats would be faster, more lively and far more entertaining for television.

If the San Diego YC has the brass balled courage to start from scratch, Lee suggests that IOR yachts should be dismissed from consideration because that rule has its own set of relatively well-known problems. Multihulls are also rejected because while very fast in a straight line, "they don't display action well". As evidence, Lee suggests watching a 505 sail next to a Hobie cat: "The 505 is more lively, with more bow wave, more steering to catch or avoid waves, more pumping, more obvious planing, surfing and action."

Lee's ideal America's Cup vehicle would be simple and restricted by only a few basic rules, something akin to the rack-equipped monohulls that race on Lake Gardo in Europe. What follows are some of the rules Lee would favor:

monohulls only.

maximum length of 65 feet.

maximum beam of 30 feet, racks included.

maximum draft of 10 feet, including the centerboard.

must be self-righting from 100 degrees.

must be equipped with pedestal winch — simply for the benefit of spectators.

must be sloop rigged with maximum mast height above rail of 75 feet.main boom not to exceed 25 feet, with solid vang to keep boom at least

four feet above the deck.

If fully-battened mains would be allowed, as would spinnakers of

unlimited size and symmetry on up to 30-foot poles.

maximum crew would be 20, with no more than 17 on the trapezes at once. "No standing on shoulders while on trapezes." Maximum crew weight

max hull weight of 5,000 pounds including hardware, but not ballast, mast, sheets and sails.

Lee predicts that such parameters would result in boats that could sail 15 knots in just 10 knots of wind and 25 knots in just 20 knots of breeze. "Just

cont'd on next sightings page

summer's here and for spinnaker flying

That's right, they're doing it in the Delta, down in San Diego, and off Honolulu, too. They're swinging, swaying, halyards are fraying, spinnaker flying all over the seas. Oh yeah!

Spinnaker flying is the perfect thing to do if you're feeling down and need a lift. Just find about 15 knots of wind, anchor your boat from the stern, and drag out your most messed up chute.

You run a line between the clews — how long depends on the wind strength — and



the time is right over the seas

rig a snatch block to run free along that line. The snatch block then attaches to the bosun's chair you sit on.

A couple of tips. Always rig a 'kill' line from the bow of your boat to one of the clews. If the 'flyer' can't get down from aloft, you simply pull this line way in, dumping all the air out of the spinnaker, allowing the 'victim' to drop down into the water. Even more important is to make sure that the spinnaker halyard is only partially raised — see photo.

cont'd center of next sightings page

bill lee - cont'd

the kind of excitement the America's Cup needs."

We sure hope the powers that be at the San Diego YC and Sail America are listening, because we sincerely believe that Lee is on the right track. The America's Cup desperately needs to get away from the plodding 12 Meter dinosaurs or else the spectacle of the Cup will once again overshadow the actual sailing.

However, we think Lee has gone just a wee bit too far with his proposal for a new rule. We agree with almost everything but the racks and perhaps the centerboards. While we need boats that generate excitement, we also need them to look relatively 'traditional' so that both Sunday sailors and the general public can easily identify with them. We think racks — and perhaps giant centerboards — fly in the face of that. The big design paradox today is



bill lee - cont'd

to come up with boats that can do the opposites well: surf downwind and go to weather. America's Cup boat development in this direction — without benefit of racks and centerboards — would be of direct benefit to the general sailing public.

In any event, it's our opinion that it would be worthwhile for the San Diego YC do a little test. They ought to have four 12's race among themselves, and four ultralight sleds (Nelson/Marek 68's and Santa Cruz 70's) race among themselves. The two races would then be broadcast on two television sets, to a cross-section of sailors and the general public at the San Diego YC bar. No matter what the conditions, we think the faster and livelier sleds would provide most of the excitement and draw all the attention.

So please, San Diego YC, for the sake of the America's Cup, let's free ourselves, our country, our world of those drab, boring, tubby old 12's. You're not stuffy New Yorkers in bondage to history; you're Californians, you can do anything you want. There's no reason to cower from charge when it's so desperately called for. Now is the time to stand tall and make history, to blaze a bold new trail rather than perpetuate the hideously expensive, dull, and almost immediately obsolete 12's.

Lee, not one to quiver at the prospect of something new, thinks the scoring system should be modified, too. Noting that the more scheduled races the better as far as television is concerned, he suggests that races 1 through 4 should be scored one point each, and that races 5 thru 7 should be scored 2 points each. Six points would be required to win the cup.

"This," Lee wrote, "would insure that the event goes five races out of seven and the Cup could be won by winning just the last three races."

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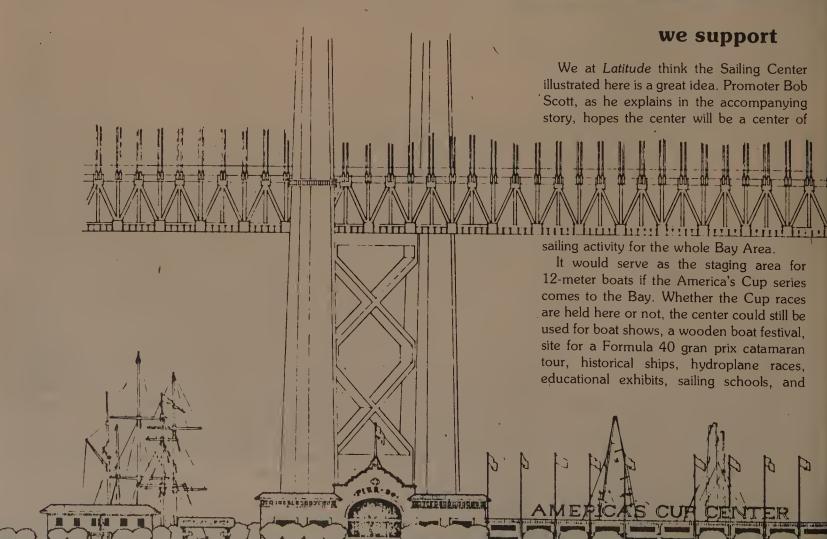
spinnaker -

If it's two-blocked and the wind dies, the spinnaker flyer can suddenly land on the foredeck, not the water.

Dangers? Yes, there are dangers to spinnaker flying. You can get your fingers squished between the snatch block and the clew-to-clew line if you don't move them quickly enough. Gusty conditions can also

waterfront



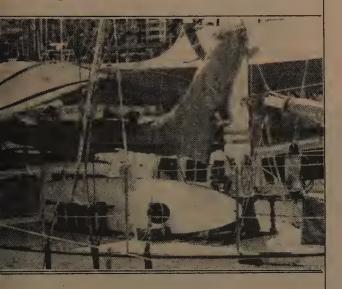


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have you being jerked up and down like a yo-yo. That can spell back problems. You can also hit the water wrong.

So while we don't recommend spinnaker flying, sailors are still doing it all over the USA. At least where there's water, boats and wind

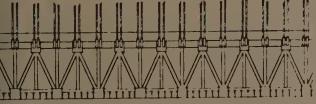
politics



the sailing center

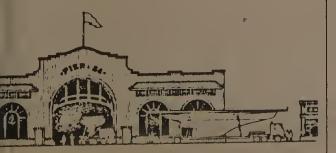
even build one of the local proposed tall ships. The possibilities are nearly endless.

The location Scott's group has selected couldn't be better. It's close to downtown



and race courses, yet that spot is usually calm, shielded from the wind by tall buildings. And there's no better use for San Francisco's dilapidated piers 24 and 28. A sailing center sure makes more sense than building another shopping center full of cable car salt shakers.

Scott's group is still lining up investors, but he says the project's a sure thing. We hope it lives up to its promise.



bill lee - cont'd

Lee's last recommendation is that women should be on the crews because "sailing is certainly one of the few sports where men and women can work together effectively on the same team."

Ten years ago a lot of sailors thought Bill Lee was off his rocker investing so much in *Merlin*, a boat skeptics were convinced would sink halfway to Hawaii. Lee proved them wrong, setting a TransPac course record that's only been approached twice; both times by *Merlin*. If you walked down TransPac row again this year (*Merlin* was first-to-finish again), virtually all you see are boats designed and built by Lee or inspired by the surfing characteristics of *Merlin*. Most of the ideas presented above are by a man who has proved prophetic in the last decade, and thus deserves more than just casual consideration.

Let us hope that the powers that be not only ponder his suggestions, but immediately take action to implement the spirit of them. Let the San Diego YC and Sail America be leaders, not the followers.

(more america's cup)

Meanwhile San Francisco continues to campaign to have the next America's Cup series held on the Bay. There's even an International Sailing Center being built at Piers 24 and 26 directly under the Bay Bridge.

The center will have a sailing school, boat rental, marine businesses and restaurants. If the Cup series is held in the Bay, the center would provide shoreside facilities for the race teams. There would be observation decks for reporters and the public overlooking the course and boat pens.

Bob Scott, vice chairman of the Bay's Cup group, said most of the \$35 million needed for the center is being raised from private investors. The center's first phase should be completed late next year, with the whole project done by mid-1989. The center would also be used if the next 12-Meter Worlds are held in the Bay.

Scott's group announced the center the same day San Francisco made its formal bid for the series. Although Dennis Conner was representing San Diego when he won the Cup back from the Aussies, San Francisco argues that the Bay has better wind than San Diego, better backdrops for TV coverage (the Golden Gate Bridge, Alcatraz, the city skyline) and plenty of facilities.

Scott pointed out that when Conner and his *Stars and Stripes* crew finished fourth in the 12-Meter World Championships in Sardinia last month he blamed the light wind — wind similar to San Diego's — and said if the next Cup were decided in light air he'd have to start all over with a different boat.

"We'd stand a good chance of losing the Cup in light wind," Scott said. "And TV audiences wouldn't hang around to watch a boring race with no wind, so we'd lose the cup and the audience too. I hope the San Diego committee takes that into account."

Conner's Sail America syndicate complained that none of its members were included by the San Diego YC in the committee to select the next series site, and in June an arbitrator ordered a new committee formed. A decision is expected by November.

San Francisco isn't the only city trying to get the Cup races. Honolulu wants the races bad, and San Francisco is seen as a threat. In a piece in the Honolulu Advertiser promoter Fred Smales is quoted as saying a Cup race on San Francisco Bay would be a "disaster" because of the currents and shipping traffic that would be "difficult, if not impossible to control". Santa Cruz and Long Beach have also been mentioned as possible sites.

Scott said the Golden Gate Challenge's front-ruddered 12-meter entry *USA* is scheduled to arrive back in Oakland this month aboard a container ship. Scott claims *USA* is the fastest 12-meter boat in the world, and plans are being made to race it again.

Asked whether the Cup should be decided in something more modern than 12-meters, Scott admitted that racing 12-meters is like racing "high-tech 1937 Buicks". But he argued that 12-meters are "true thoroughbreds, classic

(more america's cup) - cont'd

things. If you raced in anything else, you'd lose the grandeur of the event." Some have suggested using unlimited 60-ft monohulls for the America's Cup, similar to the high-tech 40-footers raced in Europe. "Unlimited 60-footers would be a kick," Scott agreed. "They'd crash, burn and break. It would be exciting. But you wouldn't want to sail the America's Cup in that kind of thing. It would be like running the Kentucky Derby with quarterhorses."

boat launched, cat ready for cruising

The last time Spencer cruised in Mexico, he got used to getting his own fish to eat every day. Things haven't been the same since the orange striped tabby accompanied Cary and Candy Smith back to the Bay Area. Spencer remembers those fish, and now that the new boat's in the water, he can't wait to head south.

At least that's what Cary and Candy say. It's hard to gauge Spencer's excont'd on next sightings page

are you ready

That's what Alan Hirsch of San Francsico would like to know.

On the evening of June, he and some friends left Gashouse Cove on Windfall, a Bristol 30. The plan was to sail under the Golden Gate Bridge hoping to find some "souvenir hubcaps".

They didn't find what they'd gone looking for, but on the way back they found a lone sailboarder in the water and having difficulty getting up. The wind was blowing 15 to 20 knots and the an ebb was just starting. The sailboarder waved for help and Windfall came alongside.

It turned out to be a woman, a woman who wisely wasn't too timid to ask for help. After her attempts to de-rig her board pro-



for crissy?

ceeded slowly, another sailboarder came out and assumed that responsibility. The Coast Guard took her board in tow. She — shivering and unprepared for the conditions — rode back to Gashouse Cove on Windfall.

Hirsch, who works at Hewlett "We Never Stop Asking What-If" Packard, is bothered by the following 'what-if's':

what if the ebb had been really strong? what if we had not been there? We were one of only two boats out between Richardson Bay and Crissy Field that night.

Please folks, enjoy the Bay, but don't disregard your own safety.

Naturally, some folks are plenty ready for Crissy's challenging conditions. The competitor pictured below, for example.



boat launched, cat ready - cont'd

citement, since he spends most of his time snoozing, but Cary and Candy are pretty enthused about the new boat.

It's a Roberts 37 steel design stretched to 41 feet, built by Cary and Candy at Docktown in Redwood City. They launched it a couple of weeks ago and



Spencer, the cruising kitty.

have moved aboard.

Spencer starred in the video some friends shot of the launching. He yowled through an open porthole like the MGM lion, then provided a closing shot by sticking his tail through the porthole and flicking it back and forth. Spencer wears his cat-overboard harness when he's on deck. Cary said Spencer slipped overboard before the boat was even launched, and rescuers found him dangling from his safety line, trying to get a grip on the steel hull with his claws.

Why build a steel boat? Cary built the couple's previous boat, a 28-foot full-keel fiberglass boat, and he said he'll never build in fiberglass again. "You itch for four years," Cary said. "The little fibers get in everything, the bed, the air, your clothes — it's miserable stuff."

They sailed the boat to Mexico, shipped by rail car across the country from Mazatlan to Progreso on the Yucatan Peninsula. Then they sailed to Florida and up the Intercoastal Waterway to Washington, D.C., where they sold the boat in 1984.

After a year on the East Coast, they thought about buying a house in the Bay Area and fixing it up, but they got the itch to cruise again when they visited a friend who was building a steel schooner.

"We asked ourselves if we really wanted to be a slave to a house for 40 years," Cary said. They decided no, and started building *Mirage* about a year and a half ago. They hired a naval architect to stretch the Roberts 37 lines to 41 feet. The result is a hard-chine hull with a smooth rising shear, lots of room inside and a low, solid dodger. The beam is 12 feet, eight inches and the hull should draw six and a half feet. It will have a masthead sloop rig.

Cary melted 9,000 pounds of lead for the keel in a homemade furnace consisting of a 55-gallon drum and firewood from a wrecked boat. He plans

cat ready - cont'd

to install a freezer and use blue ice blocks in an icebox, instead of the usual refrigerator setup. "That way I think I'll only have to run the engine about 20 minutes a day," he said. Cary said he had a wind generator on his other boat



Cary and Candy are almost ready for Mexico.

and liked it a lot, so he'll have two on Mirage.

Candy works as an executive secretary for a Redwood City chemical firm to support the boatbuilding effort. When extra money is needed for big-ticket items, Cary takes a construction job for awhile. They hope to have the boat finished in time to leave for Mexico next September. The mast will be in place by next spring for some test sails on the Bay, Cary said.

They plan to return to work in the Bay Area periodically as they make their way down the west coast of South America toward Chile. Eventually the boat will be based in La Paz, Cary said, but their plans after that are open.

the supreme court, the bcdc and extortion

Early in July there was a very signficant United States Supreme Court decision regarding property rights and building permits, one with serious implications for our beloved Bay Conservation and Development Commission (BCDC).

The case was brought by a Ventura County couple that wanted to remodel their Faria Beach waterfront home to bring it up to par with other houses in the area. The Coastal Commission said that it would be no problem — as long as the owners of the home relinquished much of their property to state control.

The Supreme Court ruled that while the Commission has the authority to deny permits or compensate the owners for the land, it was illegal for them to insist on a property-for-a-permit deal because there was no connection between the two. In fact one justice termed the Commission's proposal as "extortion".

Funny, but that's the very word that we at *Latitude* have frequently selected to describe the methods used by our own Bay Conservation and Development Commission (BCDC). The BCDC has a long history of granting permits to make repairs on existing structures or new work — *provided* the applicant "give" them something in return. And often times there's been less connection than the Coastal Commission wanting beach property in return for a permit to remodel a house.

For example, one BCDC permit applicant told us that in order to get approval for his project, the Commission demanded that he pay for a BBQ and picnic facility in a park a couple of miles away.

We call that extortion and are delighted to see that the Supreme Court seems to be pretty much in agreement with us. Don't get us wrong, as veterans of a quarter of century of trespassing in order to get to surfable waves, we're all in favor of public access. The deal is, there is no inherent

cont'd on next sightings page

"we aren't required

Most places you cruise to want clearance papers from your last port, proof of where you've been. I had no idea if the customs and immigration people in the Marquesas would want clearance from U.S. customs, but what the hell, how hard could it be to get?

How hard, indeed.

I called Customs in San Francisco and the woman I dealt with seemed to have little idea of what I was talking about. I told her the number of the form (Customs Form 1378) and she said she would check and call back.

Hours went by, no call and I had other errands to run. So I dropped in on Customs.

There was a woman sitting there at her desk in the sort of trance common among bureaucrats. My arrival did little to revive her but eventually she noticed me standing there

"I came to get clearance from this port for my sailboat," I began.

"Are you the one who called this morning?" she asked, with a decided edge on her voice. I was immediately on alert.

"Yes."

"Well, this is very rude of you," she said. "Rude?" I was hardly used to be lectured by bureaucrats on good manners.

"I said I'd call you back and I called several times and got no answer and now you just drop in unannounced. I call that rude." She

sea festival in oakland

Sailmakers who learned the trade using canvas (watzat?) will be among artisans, musicians and performers scheduled for Oakland SeaFest '87, September 21-27, to mark the Port of Oakland's 60th anniversary.

Shanty singers will include Sam Hinton, director of the Aquarium Museum at Scripps Institute of Oceanography and Jimmy Collier, an expert in the black influence on sea music by way of the Gulf Coast and West

new twists

The 12th annual Long Beach-Cabo race is coming up November 13-14, but the mailer we got a few days ago had more than race information. Enclosed were ads for a gas barbeque, zinc anodes, Chuck's Coffee Shop, a travel agent, a polo tournament and even a promotion for a promotions agency.

There was a glossy sheet with a sailmaker's ad on one side and E. F. Hutton on the other (he talks, you listen.)

Ads in race program booklets are not that

to do this . . ."

was really quite angry about this. It had frankly never occured to me that "dropping by unannounced" to a federal office was any breach of good manners.

"Besides," she continued, now that she had a good head of steam going, "we never take care of sailboats after 3:30. They're too time-consuming." She pointed to the clock to make her point. It was 3:32.

"Had I known," I started . . .

"Are you always this rude?" she demanded. I had a couple of quick zingers in mind here but I noticed she was fingering a blank form on her desk that looked suspiciously like Form 1378.

"We only do this as a courtesy. We aren't required to do this," she went on.

"And we appreciate it," I said, guarding the tone of my voice as carefully as I could. Not the time for any sarcasm here.

She began filling out the form. I clocked her. It took exactly 120 seconds.

As she started to hand me the form she paused: "You know, you'd better get your act together because those Third World countries are real sticklers for following the rules."

Footnote: The gendarme in Hiva Oa wasn't the least bit interested in looking at Customs Form 1378.

- robert hodierne

- sing, dance, stitch

Indies.

The 20-dancer Fua dia Congo will perform Maliba Makassi, or the "hot current" fisherman's initiation dance of the Congo. Katipunang Kalipornia will play Filipino music and Jose Guiterrez will play the Veracruz harp.

Events are scheduled at the Oakland Museum, Oakland Library and at Parks and Recreation centers. There will also be a full weekend of events at the Port. Admission is free. For details call 839-7488.

in cabo race

unusual, but this is the first time we've seen ads sent with race entry forms. Roby Bessent of the Long Beach YC said the ad revenue will go a long way toward paying for race packets and other expenses. He said this is the first time they've tried it, "but it's working so doggone well we don't see why we should change it."

It may be working, but it will take some getting used to, like the ads they show in cont'd center of next sightings page

supreme court - cont'd

conflict between public access and property rights. There is only a conflict of the government's extorting of property and the 5th Amendment: "Nor shall private property be taken for public use without just compensation."

It's interesting to note the policies of other nations. In Mexico, for example, all land 30 feet up from the high tide line is public land. Good for them! In the French West Indies, all land 15 feet up from the high tide line is public property. They're almost as good as the Mexicans. Here in the States, the public is only allowed to go as far up as the high tide line unless the entire beachfront is publically owned land. Our government has screwed us, and now they're trying to screw individual citizens to make up for their failures.

As for the BCDC, we think a commission should be appointed to investigate whether or not extortion-like tactics have been employed. If it's found to be the case, we think those involved should be removed from their positions and indicted. Afterall, that's what happens if individual citizens are convicted of extortion.

While we're on the subject of the BCDC, we're reminded of a letter Philip Graf sent to the Program Evaluation Department of the Office of Ocean and Coastal Management in Washington, D.C. The letter — and pages of accompanying petitions in support of his position — urged the Department to recommend curtailing the BCDC's budget for the following reasons:

1. The BCDC has become a political foil, mis-spending its funds in the pursuit of political and social goals which represent personal views and politics. "'Protection" of the views of certain wealthy and influential property owners, and the extension of political influence has taken precedence over serving all aspects of the public trust."

2. BCDC has squandered its resources and funding on matters of very little consequence. "Specifically, BCDC's four-year odyssey to control navigable vessels . . . has occurred at a time when maximum efforts should have been made in support of cleaning up the real problems; chemical and raw sewage inflow to the Bay; the proliferation of non-maritime commerical and industrial construction along the waterfront and the erosion (with not just the help, but the virtual mandate of the BCDC) of the working waterfront."

3. BCDC has been unresponsive to public opinion. "BCDC has been unresponsive to the point of arrogance in its disregard of public opinion and commentary . . . instead commission and staff have labored for four years in support of their personal and social goals, in opposition to informed public opinion and evidence, to the detriment of BCDC's mandated role as advocate of real environmental goals."

4. BCDC has assumed authority by its own rulings, and has misused that and its original authority. "BCDC was originally set up with specific goals and limited life. The politicans and bureaucrats of the BCDC have no intention of disbanding, and have carefully built a political base. In the best tradition of empire-building, they have set about their own major goal: self-perpetuation. BCDC has successfully used the public's own funds against the public interest and has expanded by hiring like-thinking staff and consultants."

5. The BCDC has betrayed the public trust. "Much of the "modernizing" (read "plasticising") of the waterfront can be traced to BCDC actions in the name of the "public trust"."

Graf's letter was a request that a federal appropriation for the BCDC be cancelled "and that the BCDC be notified that if it expects federal support in future years, use of funds must be for projects of deomonstrated ecological value, not personal or political value."

Graf's final suggestion, we which heartily endorse, is that the BCDC staff be directed to prepare a full disclosure of the costs involved — staff time and otherwise — with the houseboats and liveboard issue, including the costs of the Richardson Bay plan and amendment to the Bay plan.

While we don't agree 100 percent with all Graf's opinion's, we do feel that the 'loose cannon' that is the BCDC needs to respond to a call for accountability, and not just to their political bed-fellows, but to 'the general public whom they are supposedly in service of.

at sea alone with a harpsichord

On his third day out during the 1984 Singlehanded TransPac, Peter Strykers tried to radio the Coast Guard about a Navy plane that was circling low overhead. Strykers thought the plane was in trouble and preparing to ditch, and thought he would offer to stand by and lend a hand.

Instead of the Coast Guard, the pilot of the plane came on the VHF and said the plane was in no trouble, but if Strykers didn't get out of the missile testing zone in a hurry he might need help.

"This we did rather quickly," Strykers writes in *The Floating.Harpsichord*, his new book published by Ten Speed Press. "The pilot had been trying to reach us on the VHF, which we were not monitoring!"

Strykers learned about VHF, furling genoas (fine when they work), the Pacific High (no wind there) and ultimately about himself during the race. His book contains a day-by-day taped record of his 21-day crossing, with detailed descriptions of the trips high points (a glass of cognac at sunset) and low points (the third broken genoa halyard).

Strykers is a physician and accomplished musician. He has served as an expedition doctor in far-flung corners of the world and maintains a family practice in Berkeley. He gives harpsichord recitals and helped to form the Philharmonia, a top baroque group. He carried a small harpsichord aboard Alistelle, his Explorer 45 ketch, and entertained himself playing it, sipping a glass of wine after dinner.

Winning, obviously, was not the point. Strykers finished last, but he sailed in comfort, leaving the steering to the vane or autopilot and setting the radar alarm to watch for ships. Strykers packed his 6-foot-4 frame into the aft cabin and slept most nights like he was snug at home instead of in the middle of the Pacific.

"I just wanted to have a good time with as much luxury as possible," he writes. "This would include watching the beautiful Pacific sunsets with a gourmet dinner and good wine accompanied by my favorite music on a state-of-the-art music system, followed by reading a good book, or making music on my harpsichord. And I would enjoy all this without the interruption of a telephone."

The book is full of advice. To sail to Hawaii, there are "only two requisites: the boat must not leak and the sailor must never give in to the temptation, no matter how appealing, to swim in the warm and inviting Pacific Ocean."

There is also more practical advice, such as a long section on which medicines to take along and emergency medical care at sea. Together with his overview of navigation and boat preparation, the book makes an entertaining introduction to cruising.

a race for charity in monterey

Last year the Day on Monterey Bay Regatta raised \$10,000 for United Way of Santa Cruz County and this year organizers are hoping to do even better.

The August 16 event will raise money several ways. It will cost \$35 apiece to race, but entrants get a jacket from West Marine Products and a pair of sunglasses. About \$15 of each entry fee goes to United Way. If you don't have a boat to race on, the organizers will find one for you.

A Moore 24, complete with sails and trailer, will be given away. Tickets are \$100, but there will be 50 to 60 other prizes, so organizers say you have a pretty good chance of winning something — better than most drawings.

Money will also come in through corporate contributions. Rule 26 will be suspended so race boats can display corporate logos. Organizer Chuck Hawley says it's a simple formula they've worked out over the last three years. He thinks any yacht club could do the same sort of thing to raise money for a good cause.

The race will be over a 15 to 20 mile course off Santa Cruz. Hawley expects about 75 entrants, ranging from Santana 22s up to Merlin.

"It makes us feel good about yachting," Hawley said. "It's a painless way to raise some serious bucks for charity and have fun at the same time."

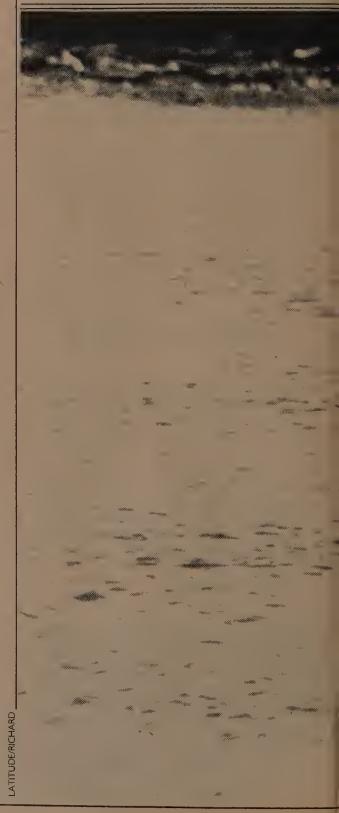
If you're interested, call race chairman Ray Bennett at (408) 425-4022.

new twists

some theaters. That was when we decided to buy a VCR . . .

Anyway, the Cabo race is 720 miles of usually downwind sailing. The record for that run is about three days, held by the Santa Cruz 70 *Blondie*, but that was in strong spring wind with sustained boat speeds of 25 knots and better. The November winds are usually light, but steady. There's a big beach party scheduled at the finish.

Bessent said entries will be limited to 60, as that's about all the Cabo facilities can handle. Big sleds entered so far include *Citius*,



- cont'd

Mongoose, Ragtime and Hotel California.

The Cabo race has been designated the PHRF national offshore championship. There are four classes — PHRF and IOR classes for small boats to start on Friday, with the bigger boats, both PHRF and IOR leaving Saturday. You can enter both PHRF and IOR classes by paying two \$400 entry fees.

If you're interested, contact Roby Bessent, Long Beach Yacht Club, 6201 Appian Way, Long Beach, CA 90803, or phone (213) 598-9401.

transpac champs in 1997?

After the conclusion of July's TransPac, among the more arresting sights in the Ala Wai Yacht Harbor were Rebecca and Terry, a couple of handsome young ladies from the Waikiki YC. They're accompanied in the photograph by Michael Campbell, who had just finished the big race on *Jano*.

What was arresting about the girls was not how they looked in their cute little suits — although they did look terrific — but how they handled that little Laser you see them on. In the puffy conditions of the harbor, the girls made it seem like the boat was an extension of their bodies. Terry's quick reactions at the helm saved them from numerous precarious situations, in which they'd been hit by a strong gust while standing up, checking out the boats, and otherwise just fooling around.

We at Latitude sure hope that girls like Rebecca and Terry will continue to



7

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22' O'DAY, 1973 \$3,500)
23' O'DAY, 1975 9,000	
24' STONE HORSE 15,000)
27' CLIPPER MARINE 10,500	
29' ERICSON, 1978 25,700)



FREEDOM 25 \$23,500



\$18,900 **CATALINA 27**



ISLANDER 30 MKII \$26,450



\$65,000 **BABA 30** 1979

30' COLUMBIA, 1974	25,750
30' ERICSON, 1969	25,000
34' PIONEER, 1983	47,000
36' ISLANDER, 1974	44,950
36' S-2, 1980	68,950



\$86,000 1985 **BABA 30**



PALMER JOHNSON 30 \$31,500



HUNTER 37



\$69,500

\$83,000

TAYANA 37

37' SOVEREL, 1972 29,500 38' DOWNEAST, 1975 75,000 40' SWIFT, 1979 105,000



\$69,500 **CATALINA 38**



BRISTOL 39



C. CRUISING KETCH 42' \$79,500



FARALLONES 25



\$67,000

POINT RICHMOND, CA 94801

transpac champs - cont'd

do a lot of fooling around in Lasers. And mabe start racing a little. We think there's a big future for them in it. Afterall, it was just a couple of years ago that guys like Paul Cayard, John Bertrand, Kenny Keefe were just fooling around in Lasers. They got serious about what they were doing, and they've seen the world as a result of it.

Naturally, not everybody's going to grow up to be a rock star, but compared to basketball, baseball or football, the opportunities are far greater. Especially for the young ladies. So stick with it girls, there's nothing we—and probably the whole sailing world would like to see better—than you and some of your friends cross the TransPac finish line the corrected-time winners in 1997. Or even sooner.

alma out for a cruise

The historic schooner *Alma* is out visiting some of the ports she served during her life as a hay scow around the turn of the century.

She'll be open for public viewing 10 a.m. to 5 p.m. August 1-2 in Old Town Sacramento; 5 to 7 p.m. August 3 at the Boondocks Restaurant in Walnut Grove; 5-7 p.m. August 4 at the Riverview Restaurant in Antioch; 2-7 p.m. August 6 at the Vallejo Marina; 10 a.m. to 5 p.m. Aukgust 8-9 at Steamer Gold Landing in Petaluma and then back home to Hyde Street Pier in San Francisco the next day.

Alma was built in 1891 at Hunters Point by Fred Seimer for his son-in-law James Peterson, who named her for his 3-year-old daughter. She carried hay, lumber, bricks and other heavy cargo under sail until July 1918. Then her masts and bowsprit were removed and she was used as a barge for



Coming soon to a marina near you.

carrying salt and fertilizer until 1926.

That year she was bought by Frank Resech of Petaluma, who put in an engine and used her for an oyster shell dredge. She continued in that trade

cont'd on next sightings page

a real

May we have a round of applause for Phillipe Jeantot.

Jeantot, of course, is the handsome Frenchman who won the first BOC singlehanded around-the-world race. For an encore, he went out and won the just-completed second BOC race.

There are some that might try to diminish Jeantot's victories by saying he always had state-of-the-art boats and support teams to help him, and that these gave him an unfair advantage.

To a certain extent this is true. He had excellent boats, he had a big support crew, and in the most recent race he had some sophisticated equipment that most others didn't.

For example, Jeantot and two other French entries received extraordinary weather information from France, transitted in code. It's been said that the weather service alone cost \$3,000 a month. As a rule, the competitors with the extraordinary weather information did substantially better than those without it.

Jeantot's response to the inequities was not to tell other competitors to dig up larger donations, but rather to announce plans to organize a different singlehanded around the world race. This one would start and finish in France — where daring sailors are national heroes on a scale we can't imagine here in

not in it

Last month we wrote about ships that sank and were later paved over to become part of America's Favorite City. We also mentioned efforts to find the *San Augustin*, a ship that Sir Francis Drake captured from the Spaniards.

Historians think she was anchored in Drake's Bay and sank during a storm, taking some gold and silver to the bottom. The crew is thought to have survived and rowed to Panama in lifeboats.

Our story mentioned the San Augustin Institute and got the director's name wrong—it's Alan Raymond, not Arthur. He wrote to emphasize that his group is not a bunch of greedy treasure hunters, but "an independent not for profit entity dedicated towards the public purpose."

"Our stated aims are to recover and conserve the San Augustin, with ALL the arti-

the fire-safe boat

We at Latitude 38 consider ourselves fairly safety conscious. But after being boarded by the Coast Guard a month ago we gave fire safety a little closer look. You see, our ex-

sport

the States. But the big difference in the race is that it would be structured so that more entries would have an even shot at winning.

For instance, the sophisticated weather information such as Jeantot had in the recent BOC race would not be allowed. And while a racer who broke down would be able to put into port to make repairs, *he*, not his crew, would have to do the work.

Jeantot's idea is to have a race that would be contest of sailing rather than fund-raising. How refreshing to hear that — when it comes from the who would have a virtually unlimited budget at his beck and call.

You're certainly not about to hear such heretical talk in the world of 12 meters, where unfair advantages are a source of pride rather than embarassment. Of course that's understandable, seeing that the America's Cup has gotten to be less and less about sailing and more and more about fund-raising and engineering.

We know it's nonsense, but we have this reoccuring thought that if Jeantot had been the skipper of *Stars 'n Stripes*, after two races of the America's Cup he would have asked lain Murray if they could switch boats for the last two races just so they both would have had an equal chance to win.

Jeantot, you're a credit to the notion of a sporting chance, and we salute you for it.

for the money

facts to remain in the Bay Area for public viewing and education, in a museum setting. Our other aims are to develop a core of expertise in the Bay Area in marine archaeology, and an Institute of Marine Archaeology to serve the West Coast."

He pointed out there are other groups trying to recover the San Augustin "who do not have the stated aims of our Institute."

"If the bulk of related artifacts recovered from the San Augustin are put on the auction block and transported out of the state or country, it would be a tragic loss to California and Bay Area heritage, much more lasting and serious than not winning the America's Cup."

If you're interested in learning more about the Institute you can contact them at 209-7 Embarcadero West, Oakland, CA 94607.

that wasn't

tinguishers were good enough to pass the inspection but did not help our confidence about safety. They had been neglected for

cont'd center of next sightings page

alma - cont'd

until being laid up in 1957. Two years later the state bought and restored her as part of the historic fleet at Hyde Street.

In 1969 she joined the Master Mariners Regatta and has been part of nearly every race since. She missed this year's event because she was out of the water having some stern planks replaced.

There will be chantey programs at some of *Alma's* stops. For more information call 556-1871 or 556-3002.

the battle for richardson bay

Opposing forces engaged each other in yet another battle of the war for Richardson Bay on July 9. The raucous 5.5 hour meeting in Sausalito was over the adoption of a set of ordinances that would, among other things, eliminate anchor-outs from Richardson Bay. Knowing a juicy news story when they smell it, various members of the west coast news media converged on the Sausalito City Hall to report on the action.

And action there was. Yelling and screaming, blustering and posturing, accusations and counter-accusations — all the kind of things we've come to expect from this seemingly endless war.

When the dust had finally settled it was clear that things were just about at muddled as ever.

It's true that by a 5 to 0 vote the representatives of the Richardson Bay Regional Agency (made up of the county of Marin and the cities of Sausalito, Tiburon, Mill Valley and Belvedere) adopted the set of ordinances. They include limitations on where and how long you can anchor, getting permits, etc. Most of these will have little effect on the typical Northern California sailor who visits Richardson Bay for less than 72 hours.

The one positive change from the original proposed ordinance refers to the waters of Belvedere Cove. Initially it was proposed that any and all anchoring be prohibited in this traditional and perfectly satisfactory spot. Then it was changed so that "anchoring incidental to recreational boating activities or emergencies" was acceptable for up to 24 hours. The good news is that the ordinance was modified once again, this time to a period of 48 hours, which again should seem perfectly satisfactory to the majority of recreational boaters.

The evening's big stink, of course, was over the matter of anchored-out liveaboards in Richardson Bay. At the beginning of the meeting, representatives of BCDC and the State Lands Commission announced once again that living aboard in Richardson Bay was — according to their interpretation of state law — illegal and not allowable. These of course are professional bureaucrats, to whom historical precedence and human life pale in the face of The Law.

Be that as it may, the last thing elected officials — such as those who serve on the RBRA — want to do is contribute to the growing number of homeless. It's not politically correct. Especially with the print and television folks there to record it in all its cold-hearted glory.

So what the clever politicians on the RBRA did was pass the ordinances, but simultaneously form a committee to draw up recommendations on how to implement the ordinance with the minimum of human hardship.

The committee — including Al Aramburu and Ray Taber — doesn't stand a chance of reaching a compromise that will make everyone — or anyone — happy. Sausalito officials said they wouldn't evict anchor-outs for three years. That three years is up November 15, and representatives of the Richardson Bay Community Association say Aramburu told them he'd like to start abatement of anchor-outs by November 15. The committee hasn't taken any formal action yet, and nobody has gotten an eviction notice.

Most of the anchor-outs have vowed to refuse to leave, and there are a few who aren't just bluffing. These are their homes, their lives, and they'll go to jail or worse to try to protect them. On the other side you have the State Lands Commission and the BCDC, who say the anchor-outs must go and that no 'grandfathering' of them will be allowed.

richardson bay - cont'd

What could State Lands and BCDC do if the RBRA (and later the County and city of Sausalito) agree to grandfathering? State Lands *could* revoke the grant of the tidelands to the county. As for the BCDC, they could issue cease and desist orders and then start fining the city of Sausalito and Marin County.

Look for the Israelis and Palestinians to be living in harmony before this thing is settled.

In any event, the ordinances are scheduled to go into effect on August 9. When and how firmly they'll be enforced remains to be seen.

It's anticipated that the RBRA ordinances will be enforced by a Harbor-master (perhaps a fireman) and patrol boat contracted from the city of Sausalito. The annual budget is set at about \$80,000 a year, to be paid by the various cities in the RBRA and the County of Marin.

It's mind-boggling that Marin County and the various cities see fit to spend that kind of money each year on what's basically a non-problem. After all, you have to go to the Fourth World to find roads that rival the chuck-holed streets of Mill Valley. As for the county of Marin, the Administrator called the budget "a parade of horrors", featuring as it does a \$24 million deficit, the layoff of nearly 10 percent of the staff, and deep cuts in Health and Human Services. For example, the infant health care clinic, which treats 600 babies a year, will have to be closed.

`If the war for Richardson Bay hasn't represented a monumental misappropriation of private and government funds and energy, we don't know what has. And as was so long the case with the Viet Nam war, there is still no light at the end of the tunnel.

mexico crew list

We've got maybe three months of good wind left on the Bay but then what? When the weather gets cold here, some people cruise to Mexico where the sailing season is just starting. If you would like to go but don't have a boat, or if you have a boat but need crew, we may have a solution.

It's almost time for our annual Mexico Crew List party, designed to find

I WANT TO CREW IN MEXICO
NAME:
AGE: SEX:
PHONE/ADDRESS:
1. For the trip down2. While in Mexico3. Sea of Cortez Sace Week4. Return trip up Baja. MY EXPERIENCE IS:1. Little or none2. Bay3. Ocean4. Foreign Cruising.
I CAN OFFER: 1. Little skills, I am a novice sailor. 2. Skills of a normal hand; standing watch, reefing, changing sails. 3. Skilled & experienced sailor. I can navigate, reef, steer, handle basic mechanical problems. 4. Companionship.

cont'd on next sightings page

fire-safe

awhile, had been hard to locate, and we found out they wouldn't have been much help if the boat had been burning all around us.

I had been a Boy Scout and had gotten my Fire Safety Merit Badge quite a few years ago, but the lessons had faded. I was reasonably sure my boat would pass inspection but maybe I could pick up a few pointers from a professional. A friend of mine recommended I talk to Mike Flynn of Marine Fire Protection Services. Mike is a Berkeley firefighter and also a sailor; he inspects and services boats as a sideline.

We met at my Islander 36 one afternoon for an hour to go over her. The systems aboard were quite sufficient. The propulsion and cooking fuels were properly stored and vented. The electronics were shipshape and grounded. The paints and thinners were all located in the dock box where they were vented and away from any form of combustion. I-felt pretty good.

Then we started to talk about ways I might further protect myself and my boat. Mike recommended for anyone that lived aboard or spent a lot of time aboard to install a battery operated smoke alarm. This would warn you of any danger while you were sleeping or even above decks sailing. The detector should be located centrally in the cabin and not so close to the galley that cooking fumes might set it off. That might disturb the chef's pride, and result in cold cereal for the remainder of the cruise.

Another form of protection, especially for those of us with propane or gasoline aboard, would be to install a vapor detector in the bilge. These reasonably priced units are a constant watch for any dangerous fumes that may leak. They're not perfect, but would you rather answer a few false alarms or see your boat explode into a fireball right out of a James Bond movie?

I started to collect the fire extinguishers from around the boat. They were due to be inspected and serviced. I had two aboard, one up forward and one in the cockpit locker. I used to have one amidships, but it had been broken during an ocean race and I had never gotten around to replacing it. The locations of the extinguishers was correct, because you want easy access to them in case of an emergency.

Unfortunately the extinguishers themselves left a lot to be desired. Of the two left, one had also leaked all of its propelling agent and the other was so small it would have lasted about five seconds before exhausting itself. Some protection!

Mike pointed out that the extinguishers

boat - cont'd

were of inferior quality, being made of plastic that often cracks or fails during the normal beating a sailboat takes. Because they use



Mike Flynn with his fire extinguisher.

clips that unsnap, rather than threaded fittings on interior parts, the extinguishing chemical sometimes gets jarred lopse so when you pull the trigger the propellant comes out but not the chemical. Surprise!

Mike also suggested I install two dry chemical extinguishers to meet USCG requirements and a halon extinguisher as the first line of defense against fire. Dry chemical extinguishers are good for all types of fires A, B & C, but halon is only certified for B & C types. However, the advantages of halon is that it's a clean extinguisher and won't destroy electronics or engines, and saves hours of time cleaning the fine powder sprayed by dry chemical that will get into everything. What's the point of putting out the fire in your nav station with dry chemicals if you lose the SatNav, loran, radio and countless other expensive instruments?

Mike and I took the one good extinguisher left up to his truck, where he showed me how he refilled and serviced extinguishers. I now use that one for my car. But my boat has three brand-new top of the line extinguishers that are my first defense against fire. I will be leaving soon for a cruise south of the border, and I feel a lot better about my chances of saving my boat, not to mention other parts of my anatomy, since the Coast Guard is not just a radio call away. A little common sense and a little knowledge could be the cheapest fire insurance you can get.

— tim stapleton

mexico crew list - cont'd

crew for boats and boats for crew. Here's how it works. Fill out the appropriate form (there are two here) and send it in with \$5 no later than September 10. October's issue will contain a list of people and what they're looking for (crew, boat, a good time, etc.)

Then sometime during October we'll whip up about 10 gallons of

	NEED CREW FOR MEXICO
NAME:	
AGE:_	SEX:
PHON	E/ADDRESS:
	1. For the trip down.
	2. While in Mexico.
	3. Sea of Cortez Race Week. 4. Return trip up Baja.
	4. Return trip up baya.
MY E	XPERIENCE IS:
	_ 1. Bay.
	2. Ocean.
	_3. Foreign Cruising.
I AM	LOOKING FOR:
	1. Moderately experienced sailor to share normal crew
	responsibilities. 2. Experienced cruiser, familiar with navigation and
 	basias who can show me the topes.
	a Companionaphin: (a) Female: (b) Male; (c) ettilet.
	4. Someone to help me bring the boat back up Baja.

guacamole and put on a party where you can come to meet your potential shipmates. We'll tell you when and where later. It's simple, fun and definitely worthwhile.

But before we go any further, we must warn you that it could also be dangerous. The crew list is run strictly as an advertising supplement, and Latitude accepts no responsibility for anything that happens to you as a result of mailing in the form, attending the party, or going cruising in Mexico. We think Mexico cruisers are generally great and most people have a great time, but we can't guarantee it. Nobody can guarantee it. This issue of Latitude contains stories about boats that got washed up on the beach and people who fell overboard. Sometimes shit happens. Let common sense be your guide. Stay away from weird people and unsafe boats. You already know that, but our lawyer wants us to warn you anyway.

Now that you are adequately warned, look at the forms. One is for people looking for boats. It asks what you're interested in (trip down, trip back, sailing while there or Sea of Cortez Sail Week), plus your experience level and what you can offer to a skipper.

The other form is for skippers who are looking for crew. It asks similar kinds of questions about cruising intentions, sailing experience and the kind of crew sought. Both forms have spaces for name, address, age, phone number and sex. If you're nervous about giving your name or phone number, leave it out. But the best way to use the party is to make phone contact after we publish the list, then meet in person over guacamole and chips. We'll have name tags to help with introductions. We'll also have some cruising videos to show you.

For those of you who haven't cruised in Mexico before, we can tell you the season generally runs from November 1 to about May 1. After that it's hurricane season until the following fall. If you're looking for summer-like cruising while the Bay Area is wet and cold, Mexico may be the answer.

TRANSPAC 1987

Do you believe in magic?

A lot of entries might not have before the start of July's TransPac, but they're believers now. *Merlin*, Bill Lee's 67-ft original ultralight magic sled, wasn't given a chance in this year's race. Afterall, she was 10 years old, and over \$10 million dollars have been spent developing and building more hightech, sophisticated sleds since her launch.

Yet it was Merlin who crossed the finish line first in the third fastest TransPac in history.

Her TransPac race record to date? Well, it's nothing short of wizardry. She holds the two fastest elapsed times in the Los Angeles to Honolulu TransPac. She holds the Pacific Cup, San Francisco to Kauai, elapsed time record. She owns the Victoria to Maui elapsed time record.

Eleven times the original ultralight sled has entered major TransPacific races; eight times she's been first to finish. Thaumaturgic!

Like the ebb and flow of the tide, winners and losers in yacht racing vary from year to year. In the 1983 TransPac, light winds aided yachts such as the 20-year-old Cal 40 Montgomery Street and the decade old Farr 36, Sweet Okole. Slowly and surely, they chugged their way across the 2,225 miles of Pacific blue from Los Angeles to Honolulu to first and second in fleet on corrected time.

Such was not the case this year where there was plenty of wind — the kind that ultralight boat sailors dream about, the kind that Santa Cruz designer Bill Lee had in mind when he drew the lines to the 67-ft needle Merlin a decade ago. This year the big white sloop and her offspring got a chance to stretch their legs and gallop down



Inset, Don Ayers of Newport Beach, Spread, Ayers' Nelson-Marek designed 'Drumbeat' surfing off Honolulu.

wave after wave at speeds of 20 knots and more. For the third time since her debut five TransPac's ago, Merlin was the first boat to slide across the finish line in Honolulu.

But that was just the beginning of the good news for the big sleds. Shortly after they crossed the finish line and tied up on TransPac Row in the Ala Wai Yacht Flarbor, the wind eased up, leaving those racers still at sea with steadily decreasing chances to

UNLESS OTHERWISE NOTED ALL PHOTOS BY LATITUDE/RICHARD AND SHIMON VAN COLLIE

correct out. With each passing day the hopes of such boats as Ted Hall's Express 37, Frequent Flyer and Rod Park's Beneteau One Ton, Jazz, both from San Francisco Bay, grew increasingly dim.

When it was all over, for the first time since 1971 a Class A entry, the Nelson/Marek 68 Drumbeat, won fleet handicap honors. And what's more, six of her Class A compatriots filled the next available slots in the standings: Pandemonium, another Nelson/Marek 68; Merlin, the Lee 67; Pyewacket, the new Nelson/Marek 70; Prima, a Nelson/Marek 68; Blondie, a Santa Cruz 70; and Hotel California, another Santa Cruz 70. It wasn't until the 8th spot in fleet that the Class A string was broken by Allure, a Santa Cruz 50 from Class B.

Of course, much of the credit for the Class A sweep goes to the TransPac Race Committee, which substantially shortened the rated length of the course.

For some, the decreasing wind late in the race came as a welcome relief. Bill Twist's Reichel/Pugh 47 Blade Runner performed a death defying bury-the-spinnaker-pole-inthe-drink round down which destroyed not only the spinnaker and staysail, but the main as well. Chagrined, Twist and Company decided to patch things together as best they could and resume the race six hours later. Aided by the lighter winds, the relatively heavy displacement IOR yacht was able to hang together long enough to take class honors. Other boats, like the Nelson/Marek 55, Strider, and the Cal 40, Montgomery Street, were thankful because the lighter winds meant less strain on their already doubtful rudders.





TRANSPAC 1987

Even Bill Lee, who didn't make the race, was spell-bound by 'Merlin's magic.

70, and Roy Disney's Pyewacket, a Nelson/Marek 70, surged out into the lead. As the miles rolled by, the lead would alternate between these two as well as William Wilson's Santa Cruz 70 Citius, Bob McNulty's SC 70 Blondie and the Bill Packer/Dennis Durgan-chartered Nelson/Marek 66 Pandemonium.

nboard Merlin, where Saratoga dentist Donn Campion was making his first TransPac since buying the yacht five years ago, prospects appeared grim from the first night. Age looked as though it might have caught up with the old war horse. The crew, led by sailing master Skip Stevely of San Francisco and navigator Bill 'Noodle' Leary of Honolulu, were talented enough, but in the face of the megabuck competition, the odds seemed perhaps too great.

The annals of sports are filled with great comebacks, however, and *Merlin*'s performance in this year's TransPac surely ranks among them. The critical factor was positioning the boat correctly for the wind shifts that developed down the course.

After three days the crew on *Merlin* found that their extreme southerly course offered plenty of wind due to the influence of tropical storm Beatrice, but had left them 65 miles behind the leaders who were farther north. But aided by the "Fast Track Chart" created by Don Synder, the navigator during

the 1977 record-smashing run, *Merlin's* braintrust saw more wind developing at higher latitudes. They decided to cross all the Class A transoms to go up and get it.

"We were gambling," admits Stevely, "but as we went north we began gaining ten to fifteen miles a day on the leaders."

When the wind moderated a little halfway through the race, everybody expected Merlin to fall farther behind — just as she had in her losing battle with the Holland 67, Charley, in the 1983 race. But instead of dropping back, she startled everybody by continuing to slowly gain ground on the other Class A boats. In fact, for one entire day she sailed within sight of Drumbeat, and to the astonishment of both crews, had pulled away from the more modern sled by evening.

Nonetheless, it wasn't until 1,800 miles into the rac'e that *Merlin*'s crew realized they had a real shot at line honors. When that happened, things got intense. As one crewmember explained, "If you couldn't grind the spinnaker sheet winch in high gear,

you weren't allowed to grind."

One day from the finish, Class A was stacked almost evenly north to south, with Merlin farthest north, even higher than she'd been during her 1977 record run. From there she finally jibed over for the last time. "The wind usually clocks," explained Stevely, "so you jibe when you think you're going to hit Maui." The wind indeed shifted from the northeast to east at the most fortuitous time, and brought Merlin on a direct line to Diamond Head, inside of the rest of the fleet. She crossed the finish with an elapsed time of 8 days, 9 hours, missing her 1977 record by little more than an hour. Yet she was still over an hour ahead of second place finisher, Drumbeat.

L ver since Merlin took nearly a day off the former elapsed time record a decade ago, TransPac officials have made life dif-The original ultralight sled, the decade-old 'Merlin' proved she still had the alchemy to take first-to-



SLIP SLIDING AWAY

No lives have been lost in the history of the TransPac, but today's screaming sleds and incredibly daring crewmen are putting the

ficult for her. The Race Committee, fearing a rash of mutant light boats falling apart and foundering mid-ocean, tried to legislate the slim sloop out of contention. The biggest change was capping entries at an IOR rated length of 70.0 feet. Naturally rating about 90, Merlin has had to do things like greatly reduce her sail area and bolt lead ingots to the deck in order to qualify for the race.

This year she sported a new Santa Cruz 70 mast, but it was matched with a very short Santa Cruz 50 boom. Her latest big spinnaker is 700 square feet smaller than the one used in 1977, and the 22-ft spinnaker pole is almost 25 percent shorter than the record-setting one. There was also 250 pounds of lead placed in her bow, and instead of the normal folding prop, she carried a monsterous 32-inch "Wop Prop", which feathers but doesn't fold. Worth about a foot of rating, the prop vibrated so much that one crewmember figured it was costing them almost a knot of speed.

Life onboard *Merlin* — as well as most other boats in the race — had many anxious





moments. Day after day of racing an ultralight at surfing speeds wears crews — which are kept to a minimum to reduce weight — down fast. "You need a high fear threshold to sail an ultralight," says Stevely.

At night the squalls would blacken the sky, reducing visibility to zero. The boat, which like all ultralights is unbelievably noisy inside, seemed to roar through space like a runaway train. Vertigo was not uncommon. "The first 'day out you realize you can't get off this thing and you think you're going to die," said one of the crew. "In the squalls you're too afraid not to steer because if you round up something's going to break or someone's going to die."

The adrenalin rush can be addicting. After 40 minutes on the helm during a pitch black squall with 37 knots of wind, helmsman Bruce Burgess exclaimed: "I'd love to do this until the boat just explodes!" A tense Donn Campion, hanging on nearby, didn't seem quite as committed.

One Merlin crewmember was washed overboard, but fortunately it happened in the middle of the afternoon when visibility was good. Bruce Burgess reacted immediately at the helm, putting the boat on its side until the halyard was cut and the chute brought back onboard. They sailed back upwind under main alone and retrieved their missing member within eight minutes. Ten minutes later they had another kite up and were back on course.

A super aloha welcome for Donn Campion, owner of 'Merlin'. He's owned the boat for five years but this was his first TransPac.

enviable safety record in greater jeopardy than ever before.

Interestingly enough, while the newer sleds are faster in lighter winds and a wider range of conditions, it's the older needles like Merlin and Ragtime that hit the top speeds. While most of the sleds topped out at 23 or 24 knots on averaging knotmeters, Pat Farrah on Rags was reported by his crew to have hit 28. Merlin's top speed was about 26 knots, but highs are perhaps more exciting on "the submarine" than any other boat. When charging ahead and poking through the front of waves, it was not uncommon for green water to wash across the entire boat, even coming as high, according to Stevely, as the helmsman's waist.

If Merlin was the sentimental favorite to win line honors, Drumbeat was a very dark horse to correct out overall. Built by Dennis Choate, the big white Nelson/Marek design was launched in December of 1984. She ran 8th in class and 36th in fleet in the '85 TransPac. Known as a good downwind boat, she nonetheless had steering problems to overcome. A new elliptical keel designed by Nelson/Marek was added before this year's race, and the rudder was modified by the owner, Don Ayres, Jr.

Perhaps what *Drumbeat* appeared to lack most were any rock stars. No Olympic gold

TRANSPAC 1987

medallists or sail loft hot-shots graced her deck. To the contrary, she was a family operation, with Don's three sons, Don III, Doug and Bruce forming the nucleus of the crew. They work together in business, too, building homes and hotels out of their base in Newport Beach.

To imply that the Ayres are not skilled sailors, though, would be a mistake. Don and Bruce form a dangerous International 505 dinghy team, having placed second at last year's North Americans. Father Don has been racing in TransPac's since 1947 when he crewed on his father's 54-ft yawl *Skylark*. Four years later he was again racing with his dad when Ted Sierks fell off the yacht

L'Apache. For a day and a half Skylark beat back upwind searching for the lost sailor without finding him (Sierks was eventually found safe by a Navy ship). That frustrating event, while it didn't turn Don Jr. off to sailing in general, did cool his ardor for the TransPac. He didn't return again until 1983 with the Santa Cruz 50 Upbeat.

Like Merlin, Drumbeat went south early and then crossed behind the rest of Class A Jack Ford has the new and improved 'Zamazaan' looking sharp. She was fast, too, taking third in Class B.

to go north. Thus they also were well-placed for the easterly shift at the end which allowed them to reach up under the rest of Class A. Navigator Eric Puijman gets the credit for that call.

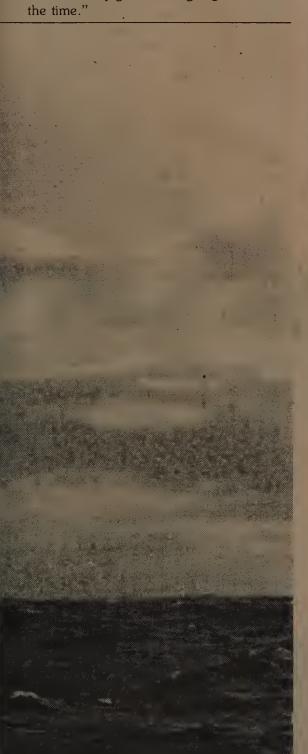
Although life on *Drumbeat* was pretty spartan — they finished with the minimum of one gallon of water for each of the eight crewmembers — they did eat well. One of the advantages of ultralights is that they can complete a race like the TransPac before the fresh produce goes bad. There were salads and hot meals every night, as well as a bottle



SLIP SLIDING AWAY

of wine with dinner. Brad Avery, who runs the Orange Coast College sailing program, served as wine steward, making sure to match the reds and whites with the appropriate entree.

For Nick Madigan, who has sailed Drumbeat frequently on coastal races, this was a first TransPac. "It was intense," he commented on the dock afterwards, "like sailing a buoy race for a week. I never opened the book I brought along to read. And I actually got used to going 16 knots all the time."





Thaddeus Jones MD of Laguna Beach sailed his record-setting 21st TransPac aboard 'Tigris'.

A half an hour behind on elapsed time, the Nelson/Marek 66 Pandemonium corrected out a mere seven minutes behind Drumbeat. Owned by San Francisco's W.D. McCallum, the yacht was under charter to Bill Packer of Philadelphia and Southern California's Dennis Durgan. The crew list was likewise split geographically, with five from the East Coast and three from the West

Skipper Durgan, a TransPac veteran, was surprised along with everyone else at Merlin and Drumbeat's performances. "We were leading the past two days," he said at the finish, "and they were so far back. We were more concerned with being conservative, staying in the middle of the course in front of " Pyewacket and Blondie."

Credit is due to Durgan and his crew that even though they were two feet shorter than the maxi-sleds, they still crossed the line third. They mastered squall sailing, positioning themselves on the correct side where they would find an extra ten knots of wind. Navigator Dale Nordin says they used their radar extensively for this purpose; it was during the night of 15 squalls they were able to sail into the lead.



Some wore tuxedos, some wore grass skirts but the Hawaiian welcome was always warm.

Spotting the competition, either visually or on the radar screen, was also emphasized heavily. Three crewmembers were sailmakers themselves, including Bruce Human, Larry Leonard and Lexi Gahagan. They knew the colors and shapes of everyone else's sails, although they did make one serious mistake. "At one point we saw what we thought was Ragtime," says Durgan, "and we let them go. In retrospect we realize it must have been Merlin."

Pyewacket and Blondie, the two prerace favorites, had perhaps the best head-tohead battle throughout the race. One thousand miles out they crossed tacks a boat length apart. It was the middle of the night and they were each doing 17 knots. Yahooo! "That was kind of fun," said Pyewacket's designer Bruce Nelson in something of an understatement.

When Blondie, skippered by Olympic gold medallist Robbie Haines, later went way south for a day, Pyewacket covered her. It was a mistake for both of them, leaving them in terrible shape when the easterly shift came in. Nearing the finish, Disney's yacht was ahead and trying to catch Pandemonium coming into Molokai, but in the light winds Blondie snared a shift and eased ahead.

TRANSPAC 1987



Pyewacket ground her back down again to within a mile, but then blew up a chute in a 24 knot puff.

"These boats are exciting and fun to sail," says Nelson. "We kept laughing and giggling as we hit 21, 22 knots. We put the nose so far under one wave that it covered the speedo mounted on the mast. As we came out the other side, the dial read 21 knots. We can only wonder at what speed we went into it!"

For owner Disney, the shift from the heavy, 52-ft S&S yawl Shamrock to the ultralight Pyewacket has been the cat's meow. "We used to hate sailing in 30 knots of wind," he says of the Shamrock days, "because the loads built up and we'd always rock and roll. Pyewacket stands up straight in those conditions. You just point it and go. You do get spoiled, though. After a while ten knots seems slow!"

By 0200 on July 11th, just four hours after Merlin glided past Diamond Head under a sultry South Pacific moon, seven of the maxis had already tied up at the Ala Wai's TransPac Row. Out had come the mai-tais and pupus. For those with a hunger for home, there was a portable Burger King concession parked a few yards away from the dock. Flashbulbs flashed and friends cheered as each sleek entry pulled into her berth.

Soon the yacht's battle flags replaced sails in the rigging. *Merlin* flew her namesakes im-

An exhausted Sherwood Tella of 'Strider' points to one of the boat's many problems, a busted rudder bearing. Of all the 'biggies', TransPac's his favorite.

age. Pyewacket hoisted the visage of Mickey

Mouse (Donald Duck!). And John Wintersteen's Hotel California raised a large "Vacancy" flag. A retired icthyologist from Los Angeles, Wintersteen says he always like the Eagle's song, and the other tunes on that side of the album ("New Kid In Town", "Life In The Fast Lane", and "Wasted Time") nailed it for him. The Venice Chamber of Commerce got a little confused, however. They asked him to join as a business!

Class B

For those onshore, the news from Class B seemed to be all Racy II, the Santa Cruz 50 owned by Lu Taylor of the St. Francis YC, that was frequently reporting first in class and first in fleet. On July 8th she reported only 801 miles to go, almost 35 miles ahead of the next Class B entry, Charles Jacobson's SC 50 Allure. By July 10th, the 0900 position reports had Racy II almost 80 miles ahead of Allure and closing in on Class A. It was then that serious doubts were raised about the veracity of her positions.

"We were looking at her longitude and latitude," says Harvey Kilpatrick of *Allure*. "What we wondered about was her altitude!"

Faulty SatNav readouts were eventually blamed for *Racy II's* erroneous reports. Before the rest of the fleet realized she was

way off target, though, there was some severe consternation. "We spent three days agonizing over them," says *Allure* crewmember Pat Bradley. Other boats made what proved to be disasterous tactical decisions based on *Racy's* incorrect positions.

Jacobson and his Monterey Bay crew on Allure needn't have worried. They sailed an outstanding race. Harvey Kilpatrick, a member of the 1977 Merlin effort, ranked it a "9" on a scale of 10. Owner Jacobson, on his first TransPac, found it easier than expected. They averaged over 10 knots for the first four days, with a top daily run of 290 miles. Instead of going for peak speeds, though, they concentrated on 30 minute averages, which probably makes more sense for a 2,225-mile race. Mishaps were also kept to a minimum. There was only one bad ditching, but it really laid them flat. Eventually one of the crew had to go underwater to release the halvard, an act deserving of an extra mai-tai at the finish.

Credit also goes to Jacobson. He freely admits he's not the best sailor onboard, but he footed the bills for new keel and rudder, onboard computer system and sails. "I need them to go fast," he says of the crew, "and



SLIP SLIDING AWAY

they need me!"

The Allure party had plenty of time to enjoy host Doug Severance's native dishes, including poi (taro root paste), lau lau (pork meat and taro leaves wrapped in ti leaves) and poke (marinated aku tuna). For the next Class B finisher, Paul Simonsen's Santa Cruz 50 Mongoose, arrived seven hours later, followed closely by another SC50, Rolfe Croker's Hana Ho. Both had been left in the dust by the remarkable Allure on the first day and never found a way to catch up.

Zan Drejes, Mongoose's BMW, had sailed on five previous TransPac's, but "this one will make people want to sail more." Every day they had winds of 18 to 25 knots with big waves, water over the cabin top and lots of sleigh rides. Owner Simonsen, on his first TransPac, agreed. He also acknowledged navigator Ben Mitchell's contributions, both in terms of navigation and experience. "Ben made five or six great calls," he says, including going from a 1.5 oz spinnaker to the chicken chute just before a squall hit. For the next three hours their bottom speed was 18

Douglas Ayers snapped this halyard block's view of the overall winner, 'Drumbeat', streaking across the middle of the Pacific. knots and they topped out at 22 knots. "We were literally jumping the waves," he recalls.

A lot of readers may be under the impression that a TransPac is an easy joyride. They used to be that way in the light wind years, but it's not that way anymore, not on the competitive entries which numerically dominate the fleet. The boats are much faster and the crews anything but conservative.

Even among the most experienced sailors, there was fear this year. So much fear that many couldn't sleep without a Walkman drowning out the sound of the water rushing by the hull and the visions of disasterous round-downs. Some just couldn't sleep at all, staring at the overhead for hours at a time, shuddering at every sudden turn of the wheel, fearing that it wasn't a minor steering correction but a desparate lunge to catch the boat before it crashed.

Because the maxi sleds can handle a lot of wind, perhaps the fear was greatest on the smaller sleds such as the Santa Cruz 50's. And certainly the worst period of all was the 4th night out, when it was blowing up to 35 knots in squalls, and there was no light or horizon between 0200 and 0600.

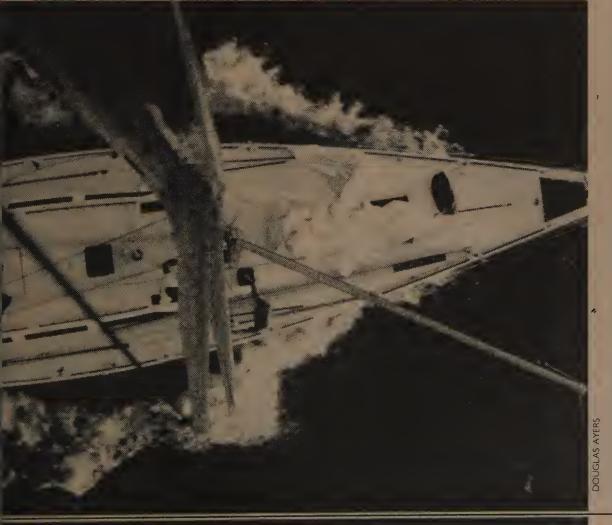


Long-time buddies, boatbuilder Foo Lim and 'Sweet Okole's Dean Treadway.

On the Santa Cruz 50, Hana Ho, there were three crew capable of driving during the blackout conditions; Jeff Madrigali, Vito Bialla and Mark Rudiger. Madrigali and Bialla both said their Aussie 18 experience came in handy; Rudiger has been sailing TransPacs, crewed and singlehanded, since he was a teenager.

What was it like driving during those anxious hours? Here's one way to visualize it: Close your eyes and imagine yourself screaming along through total darkness at 16 knots. You can't see anything but the little numbers on the speedo, which are reading 16. Then suddenly you feel yourself dropping, dropping, dropping into the blackness. The wave that constantly gurgles under the bow of a surfing 50, now rumbles, then hisses. The knotmeter jumps to 20, 21 and then 22 knots. You're about to soil your shorts because the one knot jump in speed from 21 to 22 knots seemed far scarier than the five knot jump from 16 to 21. If the boat goes any faster you think you'll die.

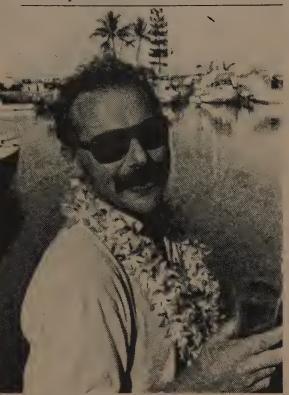
And now the bow has plowed into the wave in front. Let the bow dig in too far on one side or the other and you know what will happen — either a nasty broach or a horrible round-down. The only problem is you can't see a damn thing to steer by. About the only thing there is to go by is the spray you can faintly see shooting up eight or nine feet higher than the deck on both sides of the boat near the spreaders. Maybe if you keep



TRANSPAC 1987

the spray height level on both sides it will serve as a 'horizon'. It's all you've got.

Finally the other watch has taken over.



'Tomahawk's Kiwi, Chris Wilson, repeatedly put his life — day and night — on the line to save 30 minutes of elapsed time. Life in the fast lane is safer than life at the end of the spinnaker pole.

You're lying in your bunk, staring at the overhead, hoping to hell whoever is driving can keep the boat upright. Again and again and again little bursts of adrenelin are shot into your body as it seems like the helmsman is losing it — but he always brings it back.

Suddenly the dark cubical you're lying in is violently tossed 90 degrees on its side — a 20-knot round down! You've got to get out on deck and help, but things are flying through the air like they're weightless. The entire contents of the chart table has flown across the cabin.

The boat's so far over that water is pouring through the companionway. Only seconds before the owner was asleep in a quarter bunk on the high side; now he's on the low side and seawater is pouring down on him. Why didn't you listen to your wife when she told you not to go?

You and the rest of the off watch fight your way out of the cabin and onto the deck of the boat that's still on her beam ends. It's pitch black, so you quickly count heads. One's missing. Just then the boat rights itself a little and the missing head pops up above the surface of the water near the lifeline. He's spooked, but he'll be allright if someone will please loosen the sheet that's wrapped around his leg.

The next ten minutes are like war. You're

exhausted, but like everyone else you're running around the boat, trying to straighten out the guys, sheets, the pole and get another chute back up before you lose any more ground on the competition.

Half an hour later you're back in your bunk. You're beat and dying for some sleep. But there's still too much adrenalin pulsing through your body. You try not to think about the worse things that could have happened in that rounddown; serious gear damage, maybe a mast. Maybe somebody overboard in the pitch black. Suddenly the boat skids to port, more adrenalin shoots into your body, you grab on with both hands and feet . . . but then the helmsman recovers.

There's no way in hell you can sleep. You're too jacked up and the boat is like living in a noise chamber. But you can hang on, you think, afterall it's only another 120 hours more of this left before you hit Honolulu . . .

Yes, that's the price you pay for 900 miles in three days on a 50-ft boat. Maybe a little more of a joyride than you expected.

ne Class B entry that definitely wasn't jumping the waves was Jim Warmington's Swan 76 Tigris. At 140,000 pounds, there were no wild sleigh rides, although the massive sloop was able to charge down one wave at 16.1 knots. Comfort and elegance was the name of their game, and it's hard to imagine a more luxurious way to race across an ocean. Tigris arrived in pristine condition, thanks to her crew of sixteen headed by captain John McLure (last seen on the 1985 first-to-finish Swiftsure III).

One of the guests of honor onboard *Tigris* was 63-year-old Thaddeus Jones, M.D., from Laguna Beach. Jones has never missed a TransPac since World War II, and he was quick to concede that number 21 was certainly the most stylish. Other than navigating, which owner Warmington says he does very well, Dr. Jones had to undergo few rigors. Oh, of course, there was the conflict in the main cabin every afternoon when naptime came. "The kids," as Jones referred to them, always wanted to watch their movie on the video. Fortunately, he could switch off the TV monitor in the forepeak and grab a few zzz's in peace.

While Class A swept all the on-the-water

honors, the best party prize went to Class B's Strider, the Nelson/Marek 54 under charter to Sherwood Tella and friends. Bobby McGee's Conglomeration, a Waikiki bar, hosted the yacht with a wild abandon. Drinks flowed, women in scanty outfits cavorted and photographers gathered around to take pictures while casual onlookers stared in amazement.

Strider's crew needed such a blow-out to wash the race out of their consciousness. They blew out three chutes and four halyards. Crewmember Scott Floden made five trips up the mast (while the boat was going 17 knots) to jury rig sheaves at the masthead and the engine sucked seawater two days out. But those were minor problems.

The big ones were the leaking of water around the rudder and the loss of one of the rudder bearings. The first required pumping 50 gallons of water by hand — remember, no engine — each watch. When the rudder bearing went the amount of water quadrupled. The greatest fear was the the loss of the bearing might mean the rudder would tear off, opening up the aft part of the hull. They had the liferaft in the cockpit ready to abandon ship. "About all we can say," they swooned, "was that the mast stayed up and the keel stayed down."

Alas, poor Racy II. No amount of rum and fruit juice could wash away their sorrows. Watch captain Russ Kubiak of Atherton reports that they had a good crew and were sailing fast, including one 20 hour stretch where they averaged 16 knots. "The noise reminded me of when I was a kid," says Kubiak, "and I rode the New York subways. It was marvelous going that fast."

Russ says that their reported back-to-back 300 mile days were true. What was wacky was the readouts on their SatNav. The unit had been checked before leaving San Francisco, but rain and clouds on Days Four and Five prevented skipper/navigator Lu Taylor from getting any sun shots. By the time Lu got a fix, they were down to latitude 18-45, south of the big island of Hawaii. Adding further insult was the second of two spinnaker halyard cranes falling off, leaving them only able to fly a jib.

"We realized we had bought the farm," says Kubiak, "and there-were some guys who got seriously depressed. We had been telling our wives and friends to come early cause it looked like we were going to win the whole race, and then that happened. We were going to rename the boat 'Heartbreak

SLIP SLIDING AWAY

Hotel'. It's too bad for Lu, too. He's an exemplary navigator. No one could feel worse about it than we do."

Sliding into third on corrected time, six minutes behind Mongoose, was Zamazaan, the first non-ultralight in the group. The Farr 52, now owned by Jack Ford of the Seal Beach YC, got out of the blocks fast but lost the SC50's in the heavy going. When the wind went light at the end, they were able to reel the lighter entries back in. "We were very fast with a full main," says Ford, "but whenever we had a reef in the main, we knew we were losing."

This is the same Zamazaan, sort of, that won Class A in 1981. Gone are the distinctive blue stripes on the topsides. The new mast is six feet taller than before and there's 25 percent more downwind sail area. Ford bought the yacht for a song in a bank repo sale and refurbished her from top to bottom, including a new main cabin arrangement. A boatbuilder by trade, Ford also built the Farr 55 Whistlewind. "I like Farr boats," he says.

Another heavy boat that didn't fare as well was *The Shadow*, the Soverel 55 under charter to Seattle's Marda Runstad, the only women skipper in the race. She and her crew had their troubles, especially a lot of gear breakage. Their only kite left at the finish was an ultra heavy 2.2 oz. "We only had two watches without major trauma," says Marda, who added that her motto is Proper Prior Preparation Prevents Piss Poor Performance. The seven P's. Yo.

Other Class B notes: Swiftsure, Sy Kleinman's Frers 58, suffered minimal upsets. Navigator Paul Kamen's darkest moment came at dinner one evening. Dressed in his brand new Santa Claus red polypropelene jumpsuit, he was about to launch into his steak and baked potato, when an extra hard roll to leeward sent the spud, filled with sour cream, tumbling the length of his body. Yuck!

The early morning arrival of *Gitana*, the Carter 60, was interrupted briefly for an inspection by customs officials and their black, drug-sniffing dog. Apparently the Feds wanted to make sure the blue sloop wasn't still being used for purposes other than recreational boating, which had been the case under the previous owner. The pooch found nothing, and the party got under way.

Class C

First to finish in class was Scott Pine's

Olson 40 Notorious from Santa Cruz. Always well prepared, Notorious had no speed problems early on, covering a third of the course in just three days. "We were constantly on the edge," says Scott. "It was like riding a luge. We found it hard to shut out the noise and get some sleep. A Walkman helped a lot."

The only major damage resulted when the mast crane broke, necessitating three trips up the mast for a total of two hours. Without those problems she might have corrected time honors in class. Scott found it interesting that his ultralight was mixing it up with *Tomahawk*, John Arens' Frers 51, and *Blade Runner*, both heavy IOR types. "That reflects well on the handicapping system," he says.

Class C winner Blade Runner had to overcome her own, aforementioned problems. Owner Twist, having gone an inordinate number of hours without sleep, was at the helm when the crash occured. Not only were the sails destroyed, but the spinnaker pole track on the mast ended up looking like a casualty from Destructo Derby. With the main double reefed, Greg Paxton and Rhett Jefferies sewed the torn section back together.

Twist admits he questioned whether or not they should continue, but decided to go for it. With only seven sailors onboard (almost twice as many are needed for buoy racing), the race became an enduro. "It was a ten day burnout," says Kent Swisher, a friend of Twist's who filled in at the last minute. Before the wind lightened up, Greg Paxton says his ultimate nightmare came true: a violent motion of the boat caused him to wake up with his face in the engine block. "There is one nice thing about this boat, though," he adds. "You get to stand up when you're driving. It keeps you from getting boat butt."

Not only were they standing on Alastair Shanks Lidgard 50 Black Sheep, they also had a chance to go swimming. The wind shut down 200 miles out of Honolulu and the yacht stopped dead for two and a half hours. Shanks, who brought the boat up from New Zealand last year for the Kenwood Cup and Big Boat Series, had hoped for the light air of 1985. He got it, but too late. "We couldn't keep up with the skidders," says the

Kiwi sheep rancher.

Black Sheep had one of the most international crews. Four, including Laurie and



But Wilson was not alone, there were plenty of others, such as this 'Swiftsure' crewman willing to indulge in offshore gymnastics.

Marylue Timpson, Elizabeth Johnson and John (*Grumpy Dog*) Hessenbruch, were San Francisco Bay sailors. Three hailed from New Zealand and one from England. The vivacious Marylue shared her watch with the three Kiwis, and she reports the best spot on deck was at the coffee grinders. "When it blew, I felt like I was on a big skateboard," she says, "and at night the sounds were exhilarating."

The light wind near Hawaii also baffled Fred Kirschner, owner and skipper of the Olson 40 *Prima* from Coronado. In the early going the "skidder" had no problems, but in the lighter air she lost heavily to the longer waterlines. It was also a mystery to Kirschner, a heavy backer of the movement to hold the next America's Cup in San Diego. He keeps hearing about all this wind in Hawaii that will make the 1990 Cup races more exciting to the media and the viewing public. "Hell," he said, "we certainly have more wind than this in San Diego!"

Finishing under the cover of darkness was the Nelson/Marek 42 *Eclipse*. Undisclosed sources reveal that this vessel originated the irreverent broadcast known as "The Bill Lee Spinnaker Spiritual Hour," an unabashed appeal for donations to support the holy work of developing fast ocean racers. "Send your dollars to Bill Lee, care of Bruce Nelson

TRANSPAC 1987

in San Diego!" the announcer pleaded. Oh, help me, Jesus!

Class D

The small boats in TransPac had two strikes against them this year: the fading wind at the finish and a shorter rated distance. The latter means that instead of having 90 hours to finish and beat the scratch boat, the 36-ft Sweet Okole only had 80 hours. The 1981 overall winner and several others couldn't make it. Had the rated distance not been changed, some Class D boats would have corrected out on the big sleds.

But it was changed, so coming the closest was Rod Park's Jazz, the 40-ft Beneteau One Tonner. "We had the lead 8 days out," says Rod's son Malcolm. "We figured we had to average 6.4 knots the rest of the way to win, and then we ran into the hole." By the time the sloop glided into the Ala Wai, they had dropped to tenth overall. Nevertheless, they hung onto first in class, so their efforts received some reward. They only broke one halyard and had no round ups or round downs. "It was easier than a Danforth race!" exclaims poppa Rod, referring to the springtime ocean gear buster off San Francisco.

Second in class was the Express 37 Frequent Flyer, owned by San Francisco's Ted Hall. Two of the other Express 37's, Mick Schlens' Blade Runner and Larry Doane's Morning Star, played cat and mouse on the last day, with the former pulling away at the end. They were greeted at 0230 by their hosts, who battled not only sleepiness, but a downpour which watered down the mai-tais considerably.

Aboard Montgomery Street, triumphant overall winner in 1985, this year's run equalled Queen Mab's in the all time participation record of nine TransPac's. That was the only history they wrote, however. "We guessed wrong this time," says a philosophical Jim Denning. At 71, it's a victory getting to the finish line. Navigator Chris Nash said it was too hard keeping up with the "scoots," and that it was only during the last few days going dead downwind that the old Cal 40 made good time on the fleet. They had other ups and downs, like catching a 20 pound mahi mahi and having a bird fly into their big kite (called "Kong") and peck it full of holes.

When you're not going to win, a sense of humor helps, and there was plenty to go around on Dean Treadway's Farr 36 Sweet Okole. Always well outfitted and supplied for TransPac, the 11-year-old wood sloop

looked great when she pulled into the Ala Wai to be greeted by her host and builder, Foo Lim. Foo's son Kui was part of the sixman crew. They reported seeing their first real windy squall earlier that morning. The 20 before that had just produced rain.

Win or lose, Dean and his sailors always seem to have a great time on TransPac. Maybe it's getting away from it all, or the abundance of sea air that lets the spontaneity come out. This year's project was shark hats made out of the empty plastic water bottles. These were elegant creations, with fins and teeth and Gucci stripes. Watch captain Bruce Heckman realized the opportunity was ripe for some heavy philosophical thinking. The hats made him realize one of the truths in life: You're either shark or you're bait.

The way we see it, this year's TransPac marked another radical jump in the competitive level of entries. Boats were sailed terrifically hard and everything was being done to obtain the slightest advantage. In fact, you

had to wonder if all of it was within the rules.

Walking down the Ala Wai finish, a lot of the boats had a noticeable list to starboard. Was this not a leftover of some of the boats prepped to be extra stiff on the starboard tack for the first several days of reaching? Some say this could be legally induced, some said they were going to protest the matter.

For years, it's been a TransPac tradition to begin pumping some of the required water overboard right after crossing the starting line at Point Fermin. Even with this year's record times for many boats, some entries came in with very little or no water.

Then there's the matter of food. One owner reportedly got up each morning, surveyed the scene, and announced: "We're too heavy, we've got to lighten the boat." He'd accomplish this by going down in the galley and whipping food overboard. We don't recall his crew complaining about running out of food, but there were boats that

There's nothing like the sight of home but after 2,225 ocean miles. Diamond Head is a close second.



SLIP SLIDING AWAY

finished hungry.

But to show you how far some crews and owners were willing to go, we know of several boats that 'lost' sails overboard, sails that would no longer do them good in the race. One boat was even said to have 'lost' two.

It would be best for all parties involved to keep the playing field level. One of the best scenes of the entire TransPac was when Pat Farrah, owner of *Blondie* and *Ragtime* and one of sailing's biggest spenders, walked over to Don Ayers of *Drumbeat* and gave the darkhorse victor a hearty and sincere congratulations. The TransPac can't afford to lose that kind of class.

And so another TransPac goes down in the record books. For the first time since Windward Passage swept the fleet in 1971, a Class A entry took corrected time honors. Bill Lee, dressed in his pointed Merlin cap and robe, shuddered to think that Merlin's win may set yacht design back a decade. Don't count on it, though. More new sleds are on their way. There's also talk of an IMS system for 1989, much like the SORC, so



1987 TRANSPAC RACE RESULTS									
Stand Class		Boal Name	Boat Type	Skipper	Glub	Times Elaps Corr			
Class A									
2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	Drumbeat Pandemonium	Nejson/Marek 68 Nejson/Marek 66	Don Ayers Jr. Dennis Durgen	NHYC NHYC	205.1 192.9			
5-3	3	Merlin -	Lée 67	Donn Campion	SCYC	204.0 194.3			
15.4	4 5	Pyewacket Prima	Nelson/Marek 68 Nelson 68#	Rey Disney Billy Packer	LAYC NIA	205.9 194.8 207.8 195.0			
5.6	6		SC 70 SC 70		LAYE CYC	205.8 195.0 205.8 195.3			
83	9	Hotel California Citius	SC 79	J.A. Sawyer	LAYC	207.2 197.1			
10	13 17	Gheetah Swiftsure III	Peterson 63 Nelson/Marek 68	Dick Pennington Doug Simonson	LBYC >	209.8 197.8 212.3 199.2			
Gib	19	Regtime	Spencer 62	Pat Farrah	LBYC	209.9 199.9			
Class B									
3100	8	Affüre	SC 50	Charles Jacobson		222.3 196.2			
2 **	20 21	Mengoose Zamazaan	SC 50 Fair 52	Paul Simonsen Jack Ford	SYC SBYC	229.4 200.5 248.7 200.6			
4.	22	Hana Ho	SC 50	Rolle Croker	SFYO	229.6 201.6			
6	23 24	Marishiten Elusive	Nelson/Marek 56 SC 50	Hirotsugu Hashiba Reuben Vollmer	NORC KHYC	235.0 201.6 230.8 201.9			
2700	30	Tigris	Swan 76	Jim Warmington Sy Kleinman	NHYC SIFYC	242.0 203.3 252.7 207.0			
8	34 37	Swiftsure Chasch Mer	Frers 58 SC 50	Randy Parker	SCYC*	235,7 209,7			
±10	38	Upbeat	SC 50 Soverel 55	Bill Boyd Marda Runstad	SBYAC SYC	236.3 210.5 257.0 210.7			
11 1	40	The Shadow Racy II	SC 50	Lucian Taylor	StFYC	240.4 210.8			
13	43	Gitana . Strider	Carter_60 Nelson/Marek 54	N/A Sherwood Tella	N/A SBYRC	260.4 212.2 249.6 281.7			
14 47 Strider Nelson/Marek 54 Sherwood Tella SBYRC 249.6 261.7									
Class C		Blade Aunner	Reichel/Pugh 47	Bill Twist	StFYC	260.8 197.4			
2	4 1 1 1 2	Natorious	Olson 40	Scott Pine	SCYC	255.9 197.6			
3	15	Tomahawk Jano	Frers 51 Frers 43	John Arens Michael Campbell	BYC -	257.7 198.0 272.6 198.9			
-5	25	Outrageous	Clson 40	Robert Andrews	SCYO-	259.5 202.3 277.7 203.9			
-6 -7	31 35	Eclipse Rocinente	Nelson/Marek 42 Takai 46	Lesliè Crouch Tetsuo Sekiguchi	LBYC NORC	277.8 208.4			
37	36	Black Sheep	Lidgard 50	Alastair Shanks John Fairbank	RAYO WYO	262.5 209.0 283.9 210.6			
10	39 42	High Roler Travieso	Holland 43 Nelson/Marek 44	Bon Kuntz	OYC	281,9 212.0			
11 12	44 48	Prima Mystery	Olson 40 C8C 43	Fred Kirschner Fred Hibberd Jr.	CYO STC	271,0 212.8 292.0 220.7			
13	47	Uin Na Mara	Farr 42	Richard Page	HYC	288.2 214.5			
14 16	49 50	Sängvind Elusive	Fart 48 Peterson 48	Joe Melio Gerald Bertram	RYC LBYC	280.8 221.4 288.2 222.9			
Class D	10	Jazz	Beneteau One Ton	Roderic Park	RYC	280.5 197.3			
2	14	Frequent Flyer	Express 37	Ted Hall	SIFYC	275.0 - 197.8			
3/13	18 . 26	White Knight Blade Runner	Fair 40 Express 37	Phillip Friedman Mick Shlens	DRYC KHYC	283.0 199.4 279.2 202.9			
* 4 5	27	Morning Star	Express 37.	Lawrence Doane	STEVO	279.5 203.0 280.5 203.1			
6	28 29	One Eyed Jack Sweet Okole	Express 37 Farr 36	James Svetich Dean Treadway	MPYC RYC	280.5 203.1 286.8 203.3			
8	32	Free Enterprise	Andrews 42	Richard Ettinger	NHYC	282.8 205.3			
9 10.5	33 48	Montgomery Street	Cal 40 Peterson 44	Jim Denning Dave Fell	RVC LBYC	292.8 216.6			
9 (41%)	51	Brenda	Perry 40	John Pulskamp	AYC	303.3 220.6 302.0 220.2			
133	52 53	Wings Bandit	Lapworth 40 Swan 44	Neil McConaghy Lawrence Carr	TYC StFYC	306.9 226.6			
14	- 54	Prima	Peterson 44	Ronald Carlson	CRA	317,1 239.3			

that boats like the Swan 76 *Tigris* will have a fighting chance for a trophy. And there will always be more sailors coming for a chance

to go for the ultimate downwind ride, 2,225 miles from Point Fermin to Diamond Head.

— shimon van collie

TRANSPAC WISDOM

"That's the good thing about chartering."

— Pandemonium's helmsman after he hit
the Ala Wai dock with the bow. It was a
light tap with no damage.

"I filed a Notice to Mariners about the huge chasm in the Pacific Ocean left by the wake of The Shadow. From now on it's sleds only. I won't do a TransPac in an IOR boat again."

 Dougall Johnson, reflecting on the fact that boats designed to the IOR rule don't plane over the water but drag half the ocean along in their wake.

"Plastic ties are to the 80's what duct tape was to the 70's."

— Cliff Stagg of the Santa Cruz 70, Hotel California. They'd used the ties to keep the steering sproket attached to the wheel; to secure the man overboard pole to the boat; to keep the shower curtain up; and, "to hold halyards to the top of mast when Alan Blunt's titianium failed".

"The other watch has trouble sleeping when you guys scream on every wave. Allright?"

- Warwick 'Commodore' Tompkins to Jano's other watch.

"Only 12 knots! F—k, what are we doing wrong, let's get this thing moving!"

 Just about everyone for the first eight days of the race.

"The TransPac is a perfect forced vacation. There's nowhere better. There's stress, but it's a different stress than you get from work. You don't have to wear shoes and you can look at the stars. It puts you back in touch with the universe."

- Vito Bialla of Hana Ho.

"I've never seen so many things break on one boat."

— Sherwood Tella on the Nelson-Marek Strider. From the second day out they had to bail as much as 50 gallons a watch. Later a failed rudder bearing put the boat in mortal danger. The liferaft was on deck and ready for deployment. Other damage included five halyards, two guys, and water sucked up in the engine cylinders.

"My favorite race? No question, the TransPac."

 Again Sherwood Tella, who five days prior to the 1985 TransPac got married, resulting in the postponement of the consummation of his marriage for nearly three weeks.



The oft-quoted Dougall Johnson of 'The Shadow' and his friend Christine from Monterey.

"He's either got a lot of balls or no brains".

— Richard Yabsley on Tomahawk crewmate Chris Wilson, who went to the end of the spinnaker pole 30 times during the race to save two or three minutes per

"John Arens was a real owner-operator; he drove a lot during the race."

- Richard Yablsey.

spinnaker change.

"Yeah, and Arens could have saved himself a lot of money if he'd driven the whole way."

 Other Tomahawk crewmember, Chris Gabriel, giving a dose to some of his young mate's whose driving caused more destruction than that of the older Arens.

"It's very pleasant when you sail fast. I have no trouble sleeping."

— Ruben Vollmer of the Santa Cruz 50, Ellusive. Coming down the Molokai Channel his boat came close to hitting 30 knots while dropping down the faces of "very steep" seas that were sometimes described as "20 foot holes".

"It was a hard race to screw up."

- Ben Mitchell on the strategic problems posed by this year's weather conditions.

"We had five heads, three televisions, a VHS, every movie ever put on tape, three refrigerators, two freezers, a washer/dryer, a three-watch crew of 16, one of which had 42 years of TransPac race experience."

— One of the crew of the 140,000-lb Swan 76, Tigris, describing what's necessary to do 250-mile days "in complete comfort".

"Basically it was a Levitz furniture store on it's way to Hawaii."

- Dougall Johnson descibing Tigris' race.

"The more wind there was, the easier she was to steer."

 Mark Wilson on driving Ragtime, which turned in her fastest time ever, faster than the two times she took line honors.

"I feel real good now that my head's above water."

- Crewman Ron Arminy of Hana Ho.

"The wind didn't shift, you're driving 20 degrees off course."

— Dougall Johnson on the trials and tribulations of being the boat pro, the guy who always gets crushed between pre-race crew fantasy and harsh mid-Pacific reality.

"Pray for surf, you can always get sex."

— Bill Lee on priorities in life

- latitude

TRANSPAC 1987 CONGRATULATIONS!

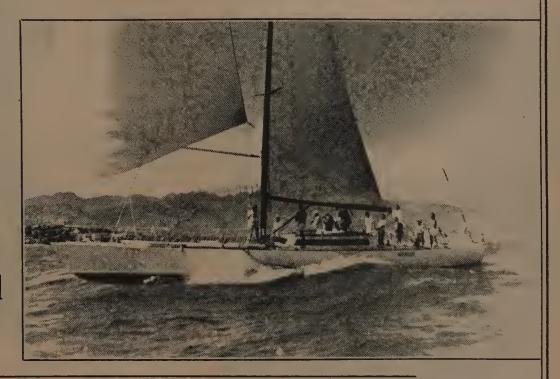
MERLIN

1st — Finish

3rd — Class A

3rd — Overall,

Corrected





ALLURE

Santa Cruz 50

1st — Finish,

Class B

1st — Corrected

Class B

"You can go fast, too!" (Sell)

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MR.BILL, BLISTERED SISTERS

A irplanes, buses, dump trucks, farm implements — they all think they've got it tough. But what to they know? They'd

ble, even when Lester Robertson took me on that horrible Doublehanded Farrallones of 1982. When Chuck Hawley



quickly return to their friendly skies, express routes, highway projects and wheat fields if they had to live in a sailboat's skin for a few weeks.

Don't get me wrong, I'm an easy-going Olson 30 that doesn't have any problems giving owners good nautical times for their money. When Pacific Boats used to own me, I must have done a zillion races and was loaned out to rock stars for a half dozen singlehanded Farallones Races. You didn't hear me grum-

I'll fly up to the Delta anytime. All I ask is a little respect.



We came this close to the buoy, and at max flood!

singlehanded me to Kauai, did I broach, round down, toss him overboard or refuse to heed the autopilot? I did not.

And then when Latitude bought me, did I, a perfect lady, complain when I was "loaned" to — of all people — Commodore Tompkins for a trip to down to Cabo San Lucas? I'll admit I was a little rude, whisking him down there in just four days, and wasn't so very nice for giving him a little crick in his back, but I was civil.

Yes, I endured all those experiences like a real trooper, but this two week "let's-leteverybody-in-thecompany-use-the-Olson-in-the-Deltaover-the-Fourth-of-July" experience was almost too much. Don't get me wrong, I like the Delta. It's waters aren't as warm as the Sea of Cortez or the scenery as lovely as Kauai, but I enjoy



Think you've seen power poles? These are real power poles.

it. It's an easy down-wind sail — except the time the Big Boss wandered out of the channel and dumped me in six inches of water near Middle Ground — to uncrowded fresh waters and warm breezes.

Even we boats need a break from civilization and the salinity of life.

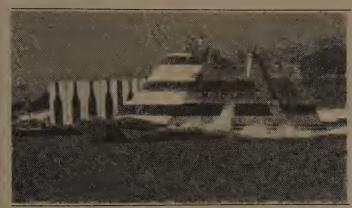
It all started on Monday June 29 when the Big Boss and Mr. Bill decided on the spur of the moment to do the Delta Run, agreeing to leave no later than noon. I, of course, was punctual, ready as ever when the clock hands pointed north. But neither of them made an appearance until a few minutes after one, and then they couldn't decide if

it was too late to leave that day, Humans!

After doing a pretty sloppy job of rigging me, we got under way with a nice breeze and a favorable tide. They set my big chute just past Raccoon Strait, but the morons were so oblivious of the heavy flood and north in the wind that they couldn't even carry it as far as the San Rafael Bridge before having to go to a jib. Lucky for them it was a weekday and there was nobody around to see. Naturally I was doing my part, having covered the waters



DO THE DELTA



The ferry beat us to Vallejo, but not by much.

from Sausalito to the Richmond Bridge in just one hour.

And I was not about to slow my pace. Under just a small jib and hampered by careless helmsmanship, I continued to whistle along with the flood, hitting Point Pinole by 3:30. Carl Lewis

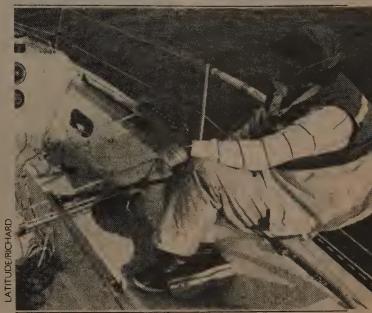
should be so fast. On the way I was passed by a Cal 33 going in the opposite direction. Obviously her owner was not only knowledgeable, but kind. In the 18 knots of wind, he'd put in a reef and was flying a small headsail, driving

Why is he laughing? Why is my spinnaker dangling by its halyard?

to weather beautifully under self-steering while he remained toasty behind the dodger. Some boats have all the luck.

A fter consuming a couple of beers and lunch, the Big Boss and Mr. Bill got restless and figured they'd set my chute again. It was fine with me, and I started clicking off nine's and 10's just like a light boat should. The only problem was the tide had pushed me so far toward the north side of the channel I had to tight reach to keep from hitting the breakwater near Vallejo. From time to time

I'd luff a bit, hinting that my spinnaker pole needed raising, but they were oblivious, looking at jumping fish, other boats and Actually things improved from there.
They didn't hit the Carquinez Bridge, broach into the C&H sugar refinery or round

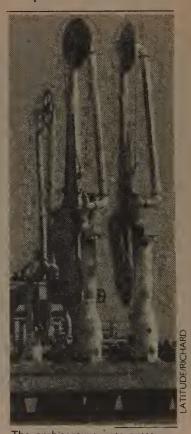


Sometimes the going got slow, but it wasn't my fault.

scanning for mermaids. Finally, they realized they'd have to drop the chute and reach along under a jib. But what a spinnaker douse. Two baboons straight from the highlands of New Guinea could have done a better job, for in about two seconds my kite was streaming out 80 feet to leeward, both the sheet and the guy flaying loose in the breeze, the chute still attached to the boat by only the halyard, the end of which was now at the top of the mast. If these guys were pilots they'd be flying for Delta. I made a note to sign both of them up in the next junior sailing program

at the Richmond YC.

down into the moth ball fleet. And while the Big Boss came within 20 or 30 feet of a replay, he didn't repeat his famous stunt



The architecture gets pretty creative in Contra Costa County.



MR.BILL, BLISTERED SISTERS

of driving up on six inches of mud in Middle Ground. Heck, Boss and Bill even stopped waggling the tiller long enough so we could catch and pass a couple of boats. Actually, I suspect Mr. Bill was restrained from moving my tiller by his clothes. Even past Pittsburgh when it was 80°, he was still bundled up in long undies, shirt, trousers, foulies and boots. I could't tell if he was about to have sunstroke or was wearing all that junk because he'd already been debilitated by it.

After temporarily snagging 80 pounds of water reeds on my rudder as a result of sailing 200 yards on the wrong side of the three navigation stakes



just south of West Island, my crew pulled me into Lauritzen's Yacht Harbor where they'd made my reservations for the night. Well, they only thought it was Lauritzen's; someone was kind enough to inform them it was the next marina up. They paid their \$7.50 for my room and board,

Little Nikki does her Humphrey immitation in Rio Vista.

and then hopped into a car for the drive home to their warm beds. Did they bother to dry the chute they so they inelegantly dropped in the water? Nope, they just tossed off to a rough start when they nearly rammed me into the steel pilings at the harbor entrance, but soon enough we were whipping along up the San Joaquin River to Potato Slough. The fleet from the Island YC was there, about 40 of them in all. many of them old buddies of mine from the Bay. It was good to see them again.

Their owners had most of them tied up to the tules so they wouldn't drift away in the breeze — and it was howling. Some of the owners were eating lunch, some were swimming, some were boardsailing, and then we caught one trying to drown a Flying Junior. Fortunately some of the others saw what was happening and came to the poor boat's rescue. Still, you can't help but wonder if humans don't think it's open season on boats.

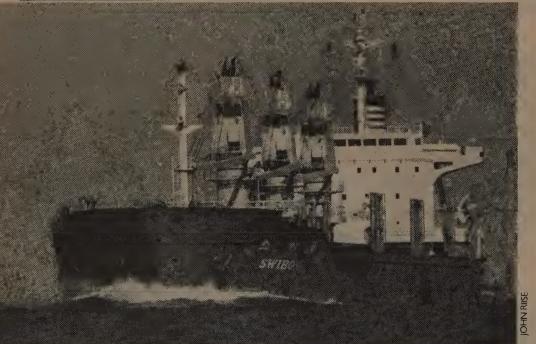
🖰 t least I couldn't help wondering that when Mr. Bill and the Sun Blistered Sisters tried to take their leave of the anchorage. Gerald Ford couldn't walk and chew gum at the same time and this trio couldn't raise my main and take photos at the same time. Before I knew it I'd been drifted back into some rocks. Boy was the crew embarassed. because as soon as they tried to push me



off with my spinnaker pole, a bunch of howling folks from the Island YC came over to take photos of their predicament. "This ought to be a cover," laughed one as he snapped away.



Here's my Flying Junior brother before they tried to kill him.



We sailboats like to give these big guys lots of room.

it inside me. I'd like to see how they'd feel spending a night in wet pajamas. Do you suppose they sleep with wet blankets?

Next morning Mr. Bill returned with the Sun-Blistered Sisters from the production department. Things got

DO THE DELTA



Another guy was getting it on video. Expect to see it at your yacht club soon.

Well, mine was a pretty thin-skinned crew, because they took the incident harder than I did. It wasn't long



Going for a dip in the Delta is as easy as stepping overboard.

Island YC gathered at a Potato Slough spot called Bedroom One.

before they had me tied up in a \$6 per night slip at Spindrift Marina. Then — you won't believe this — they walked over to the Happy Harbor bar and didn't even invite me along!!!! That's a fine 'thank you'; I carry them safely all the way up there, show them a good time, and they don't even reciprocate with a single booze ball.

But to tell you the truth, I was glad I didn't go with them because I would have been embarrassed as hell. After Mr. Bill ordered a round of drinks, he asked the bartender, "How do I get a taxi back to Antioch where we left our car?"

where do you get a taxi", the whole bar repeated in unison before breaking into peals of laughter. What was Mr. Bill thinking, this was Times Square or something? A taxi in the Delta? Come off it!

Well my three crew sat around drinking, wondering how they were going to get home when one of the Sun Blistered Sisters recognized a waitress. The waitress was a friend of a friend who'd helped the Sun Blistered Sister's boyfriend's friend get his boat off a berm a month before.

When the Blistered Sister explained my crew's predicament, the waitress hollered into the back to another waitress: "Hey Diane, ain't you driving down to Antioch this afternoon?" Diane made me proud to be an American! Not only that, the restrooms weren't labeled 'Men' and 'Women', but 'Poles' and 'Holes'. Ho, ho, ho — get it? I bet it gets crazy in there. But the real killer was that they were having a toga party that very night.

The place was going

to get nuts, but Diane and my crew didn't even care. They hopped into Diane's beat-up pickup truck and roared off to Antioch, she telling all about this guy she'd met in the Navy, and how on his next leave they'd be heading up to the MGM Grand in Reno "to get hitched". Just as they drove out of earshot I heard Diane start to tell them how Rio Vista was a "real Peyton Place".



The Sun Blistered Sisters took the helm. Then the fun started!

was, and said she would give them a ride.

But what a bunch of duds, the whole pack of 'em. This was a cool place. When Mr. Bill asked for a Beck's Dark, the bartender said, "We got Bud and we got Bud Light." It I'd have given my port lower shroud to hear the rest of that monologue.

A couple of days later it must be family day on me or something. Editorial 'Built for Comfort Not

MR.BILL, BLISTERED SISTERS DO THE DELTA

Speed' John showed up with his wife and five-month-old daughter. We had a pleasant day, sailing back and fourth in 12 knots of wind under just my main alone. Most folks don't believe it, but we boats really like little kids riding on us. At least as long as they behave. A little after 2 pm. little Nicky peed all over my nice clean port çockpit seat. I'm pretty good at accepting spilled beer and wine, but baby pee! A boat's life is not an easy one.

But then let me tell you what happens. 'Built for Comfort'



Nice catch! Looks like it's fish for dinner tonight.

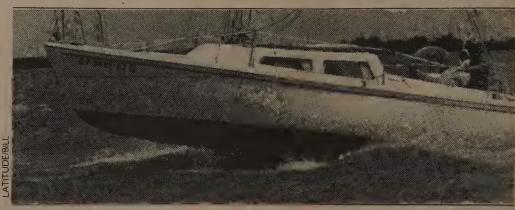
drops Mommy and the baby off at Spindrift, and they're going to follow him while he sails a mile or two over to Owl Marina. B.F.C. drops his family off on the dock and sails away, neglecting to give them the keys to the truck. No kidding! I'm telling you, some of those Taiwan boats are smarter than boatowners!

But that's not the end of it. B.F.C. has not-so-thoughtfully placed a Hide-A-Key under the hood. I say not-so-thoughtfully because you've got to get inside the car to pull the hood latch. Fortunately some sneaky fellow helped Mom get the car door open and eventually the ignition key.

Some of you boats probably don't believe me, but this is typical of how these Delta trips go. And sailors don't learn, they come year after year thinking it's fun.

Couple of days later B.F.C. and the Sun Blistered Sisters returned to take me halfway home, to Benicia. As we're passing the moth ball fleet, one of them says, 'Shouldn't we be inside the channel instead of outside?" Duh. Just then my keel is rammed into the bottom, fortunately in relatively soft bottom.

You know how men are around women, as soon as I hit mud, B.F.C. is tearing off his clothes and jumping into the water like he's



only complaint was A Catalina 22 caught a wave. Surf's up in the Delta!

Superman or something. I could have got us off, but he needed to go through the big act. The Sun Blistered Sisters can't resist the opportunity to give him a dose, however. "Piranha, watch out for those Delta piranha near your leg!" they shouted, laughing their heads off.

We arrived at

My only complaint was the neighbors; the place was inundated with powerboats whose owners had more poodles than BBQ's. They ought to keep those boats and dogs on leashes at all times!

That night the crew walked over to the Union Hotel for a little dinner. They raved how good the food

you, what plane, bus, or farm implement gets neglected for so long?

Finally, the Blister Sisters showed up on a couple of other boats. They spent the night aboard and then the three boats raced home the next day. It was beautiful sailing



Benicia after eight hours of sailing and running aground, so you can understand how happy I was to get a nice berth to rest in for just \$10 a night.

Then we went to Benicia. I like their new docks and deep channel.

was, but complained it was a little on the expensive side. It must have been real expensive, because they had to go back to work for about ten days before they could come and get me again. I ask

across San Pablo Bay, with 10 to 15 knots of wind and beautiful flat water. I'm not going to say which boat was first to get home, but I will tell you I demanded to be taken straight to the boatyard for a new bottom. I may be easy-going, but I'm not going to be last.

- latitude 38





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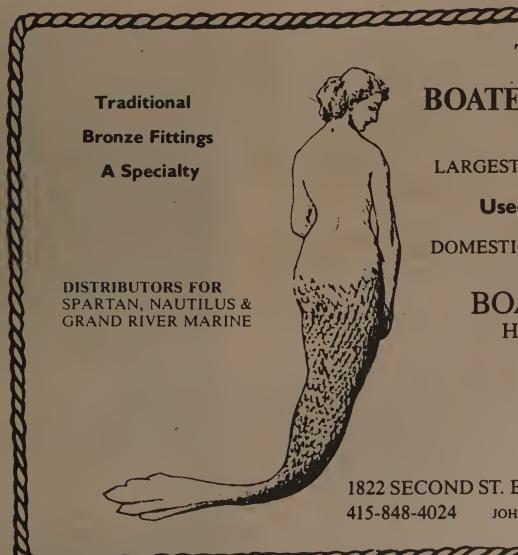
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JOHN TUCKER, MANAGER

OAKLAND-CATALINA RACE:

A fter blasting through 12-foot swells and hitting steady 20s on the speedo for more than 24 hours, the wind faded as Zeus drifted within sight of Catalina Island. It was a familiar scene for Alameda's Hal Nelson.



'Zeus' reaches towards Gate after the start of Oakland-Catalina Race.

In last year's 420-mile Oakland-Catalina Race, Zeus sat in the same place while two Santa Cruz 50s caught the morning wind first and beat Nelson to the line. His third-place finish left him determined to go full tilt for line honors this year. He added a ton of lead to Zeus's keel, lengthened the rudder for better control, picked up some sails left over from the America's Cup, and even gave the MacGregor 65 a bright burgundy and gold paint job.

Nelson's efforts were not in vain. After a tedious night of continuous twiddling with

"Could someone release the main sheet, please?"

the light chute to make the most of every puff, Zeus finally got some wind and crossed the finish line at Eagle Rock at 11:34 a.m. As Zeus took the gun from the committee boat, the fully-proportioned Nelson did some boog-a-looing at the helm to the theme from Rocky which was blaring from the cockpit speakers. Champagne corks were popped, the crew doused the skipper before drinking

what was left. About 50 dolphins swam out from shore as if to say "Welcome to Catalina".

Zeus' elapsed time was 49:24:46, shattering the official/unofficial (depending on who you talk to) previous record of 51 hours. The victory was sweet revenge for Nelson, even if the existing record had been considered somewhat "spongy" because it was established during the years when finishers kept their own times and reported them later.

Sailors will be talking about this year's ninth running of the Oakland-Catalina Race, sponsored by the Metropolitan YC in Oakland, until something better comes along. And that may be quite awhile. From the multiple near-miss start off the Golden Gate YC July 6 until the last stragglers managed to find the committee boat anchored at Eagle Rock, the 64 starters had about every kind of sea adventure you can think of — except maybe a giant squid attack.

Winds ranged from zero to 35-knot gusts. Swells were the size of boxcars off Monterey Monday night, then glassy flat on the northern approach to the island. Sea life was everywhere. Dolphins must have thought it was a boat parade. They frolicked along with the racers, arching their fins out of the water, sometimes leaping clear and landing with loud thwacks. Flying fish scooted along the surface for a hundred yards or so. Some crews saw whales.

About 9:30 Tuesday night a test rocket from Vandenberg Air Force Base blasted overhead, leaving an eerie blue cloud glowing over the fleet and prompting UFO theories among the crew of at least one boat. Jocelyn Nash, crewing on Zeus, recalled a TransPac during the 50s when a big flash lit up the sky on the first night out. "We thought a nuclear war had started," she said. "Then we remembered an atomic bomb test had been scheduled in Nevada. You could read a newspaper by the light."

Eleven boats dropped out of the race. Three were dismasted in rough seas off Monterey Monday night: Flamingo, an Express 37, Gatecrasher, a C&C 41, and McDuck, an Olson 29. Roller Coaster, a Santa Cruz 50, blew out a chute and pulled into Santa Cruz. Good Times II, an Ericson 35, broke a spreader and headed for Ventura. Other dropouts were a Tradewinds 40 named Rawhide; Vita Nova, an Aries 32;

Carole Ann, a Slocum 42; La Mouette, a CT 41; Else, a Pacific 40; and Eastern Star, a Brewer 42.

Although Zeus broke the record, Star Duster a Southern California Hobie 33, corrected out first in fleet. The top three in each division were: I, Dolphin Dance, Zeus and Octavia, II, Free Spirit, Punk Dolphin and Pazzo Express, III, Star Duster, Leon Russell and Puffin, and IV, Anna-Banana, Crescendo and Danville Express.

It was a fairly wild ride on the Big Mac Zeus. One of Nelson's new 12-meter sails was a huge wide-shouldered three-quarter-ounce spinnaker that had been used by Ted Turner aboard *Courageous*. That sail powered Zeus to steady 20s with spurts to nearly 24 in 30 knot wind Monday afternoon, sending spray shooting 10 feet over the bow.

Zeus crashed only once, but it was one to remember. A rogue wave slammed the stern

Waves break over bow of 'Zeus' as speedo hits 23s.



ZEUS BREAKS RECORD



Relaxing racers give high scores to passer-by outside El Galleon in Avalon.

to leeward, the big three-quarter-ounce spinnaker kept pulling straight ahead, and the boat rounded up hard. Water poured into the cockpit and sheet grinder Thomas Winkler was underwater except for his hat. Helmsman Carl Nelson (Hal's son) calmly asked, "Could someone release the main sheet, please?" The 10 seconds it took to get back up and sailing level seemed like 10 years to everyone on board.

"That's what I like about racing," Jocelyn Nash said later. "You would never fly a chute in that kind of wind unless you had good reason — like beating everyone else to Catalina. But the next time you'll know you can do it without getting hurt and your standards will be moved up a notch."

Just before dusk the spinnaker halyard parted at the shackle and the huge sail clat-

tered down onto the deck. The crew pounced on it to keep it from going overboard — where it would have turned into a big sea anchor — and most of the night was spent under main and two headsails.

On Tuesday a half-ounce chute off the 12-meter racer *USA* wrapped around the forestay, developed a small rip, then split in two as it unwrapped. Other *Zeus* damage included a boom bent during a jibe, the gooseneck tweaked out of shape, broken traveler and outhaul, a cut spinnaker sheet, several winch handles lost overboard — the total will probably go over \$10,000.

Nelson headed way offshore as soon as he cleared the Gate and soon did a horizon job on the other Big Macs. He estimated Zeus was 40 miles ahead at one point, but slack conditions off the north tip of Catalina have proven to be the race's great equalizer. Zeus spent nearly a fourth of the race within sight of the island, waiting for wind. After the finish there was no argument about starting the engine for the 10-mile trip to the anchorage at Avalon. The crew had sailed enough for awhile.

Star Duster's first in fleet and first in Division III took a lot of persistence, daring and — as it turned out — money. Owner Gerald



OAKLAND-CATALINA RACE:

Gaughen finished 2nd in class last year and 3rd the year before, so he was hoping this would be his year. He'd planned to trailer



Ken King bought a nightgown for his wife after the race, so crewmates made him model it for them.

the boat up from its homeport in Long Beach, but things didn't work out at the last minute, so he called in a shipping company for about \$1,200. The new digital compass with a readout panel on the mast cost another \$600 or so, the insurance rider ran \$350 and then there were the new sails . . . But Gaughen figures it was a good value.

"It was a wild ride, fast and furious," he said. He took an outside route and found wind steady 40 to 45 miles offshore. Lounging in Avalon after the finish, the boat's crew of five described three round-ups and one round-down, a snapped foreguy, an encounter with a Coast Guard boat that pulled alongside and asked over its PA whether. Star Duster were carrying any "cargo". (What did they think, a couple of farm tractors on a 33-ft ultralight?) "He stayed upwind for a mile, asking our last port of call and things like that. We thought he was going to board us and look for contraband, but he didn't," Gaughen said.

Star Duster also had two close encounters with freighters, including one that changed course as the surfing racer pulled to within a few hundred yards. "It was making 20 knots toward us and we were coming down on



Hobie 33 'Star Duster' started race in mid-fleet but went on to finish first overall.

him at 15 knots," Gaughen said. "It's the sort of thing you want to think through carefully."

If there was a prize for the boat with the most unusual problems, it would probably go to the Freya 39 Golden Egg. First the jib blew out, the crew taped it back together, then it blew out again. Someone hit the switch for the water pressure by mistake, but there wasn't any water in the tank. So the pump got hot and caught fire. About two minutes after the crew saw the smoke, figured out it wasn't the fuel pump (phew) and got the fire out, the steering cable jumped off the quadrant. It took an hour and a half to get steering back.

"We started wondering what else could go wrong," said *Golden Egg* crew member Ward Burns. "Then the spinnaker pole ripped a section of car track off the mast."

Another boat — in fact the winner of Division II — blew out the same spinnaker twice. Crewmember Bob Dunlap aboard the Express 37 Free Spirit, said the three-quarter-ounce chute backwinded against the mast on the boat's first jibe and got sucked into the topping lift sheave. It ripped off a piece about six inches wide and 10 feet long, forcing Dick Horn to climb up the mast to get it. "We

used sail tape, duct tape and dental floss to piece it back together," Dunlap said. "It held together for awhile but later that evening the wind increased and it blew to smithereens before we could get it down." Free Spirit finished just seconds ahead of Jonathan Livingston's Wylie 39 Punk Dolphin.

"Punk Dolphin was on our heels with a three-quarter-ounce chute, and all we had left was our ounce and a half," Dunlap said. "After 425 miles, I just couldn't look back during the last couple of minutes. They were catching up and starting to cover us so we reached up and out. Then their wind died and we increased our lead to about two minutes. It was a great race."

Duct tape and dental floss were not necessary when Seeker blew out its chute near Half Moon Bay. The Tatoosh 51 is not exactly a stripped-down racer. Aboard are a blender, hair dryers, a microwave oven, and — a sewing machine. Crewmember Sherwin Harris holds the distinction of breaking the last sewing machine needle while patching the spinnaker.

Another boat with a few amenities aboard was *Dolphin Dance*, the Baltic 43 that corrected out to first in Division I, edging out



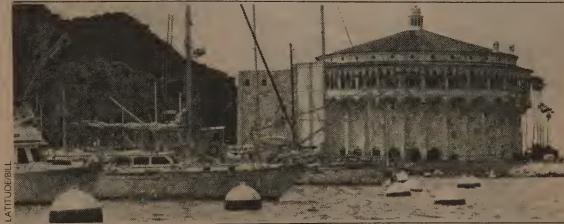
ZEUS BREAKS RECORD

Zeus by 39:20. Sydnie Moore of Santa Cruz described Dolphin Dance as a "floating hotel". She's used to sailing on Moore 24s, and was "ready for action" when the race started. "It had white upholstry, two showers below decks and one in the cockpit, and cut crystal. It was an uneventful race. You could have played dominoes on deck. The crew took hot showers just before the finish. We had a full turkey dinner one night and prime rib the next. All with the proper wines, of course."

After the finish the boat anchored in a cove along the island's shore for some snorkeling. The crew turned up the water heater so there would be hot showers for everyone in the cockpit when they got back on board. "It was totally decadent," Sydnie said. "Then we had hot chocolate and brandy."

Third place in Division I went to the Santa Cruz 50 Octavia. Until they crossed the finish line Octavia's crew thought they were ahead of everybody. It wasn't until the gun didn't go off that they found out Zeus had finished

Carl Nelson checks masthead vane while driving 'Zeus' in 30 knots of wind.



three hours earlier.

"We were racing boat-for-boat with Acey Ducey (a modified SC 50) and Fast Track (MacGregor 65) all the way down," said Octavia crewmember Craig Rowell. "Acey Ducey is a faster boat, but we passed them when they fell into a hole off Pt. Arguello." During a bad jibe Octavia broke a four-foot section of spinnaker pole track off the mast. "We thought it was the spreader that had broken off," Rowell said. "We finished the race with the bottom half of the track.'

Aboard Richard Leute's Acev Ducev.

Former casino overlooks Avalon harbor on Catalina

out what Santa Cruz 50 builder Bill Lee means when he says "fast is fun". "We hit 18.5 off Monterey," Moreau said. "It was

great. We had one round-up and four round-downs. During the worst rounddown, about 10:30 Monday night, I was in my bunk one second and in mid-air the next, flying toward Greg Dorland on the other side of the boat. It was a typical fire drill. It took a while to put the boat back together, but we laughed about it later."

Ust about every crew in the race had a



OAKLAND-CATALINA RACE:

crash-and-burn story to tell, usually with a list of tweaked gear. But *Clipper* took the cake. The Olson 40 was about 50 miles off Moss



Committee members talk to racers on street below.

Beach Monday about 7 p.m. hitting 19.5s on the speedo, flying a big chute in 25-knot wind when the bow "tripped" on a 15-foot swell and the boat rounded up.

Crewmember Al Soboleski was on the upwind rail when *Clipper* was knocked down. When the boat came up, then rounded down, Al was thrown overboard. He came to the surface with his boat careening away in high wind, with darkness an hour away, water temperature in the 50s and seas that would make it hard to find his bobbing head. Al was in a precarious situation.

"I was just relaxing from the roundup when the deck went vertical and I fell straight down on top of another crew member, who was underwater at the time," Al said. "I bounced off him and I was in the water. I wasn't afraid, but I can tell you there are no atheists in that situation. When I saw they were having trouble getting the spinnaker down, I figured I had about 20 minutes left out there. I had just taken a Loran reading so I knew exactly where we were. I started to calculate how long it would take a helicopter to reach us from the Coast Guard base in Monterey."

Clipper's crew did the classic emergency drill. One threw the man-overboard pole in Al's general direction, others cut the spinnaker sheet and halyard while the helmsman got the motor started. Even with quick thinking, it took nearly 20 minutes to get Al back on deck.

"It took four of us to haul him up," recalled crewmember Richard Morse. "He

was still swimming for the man-overboard pole when we got to him. We went without a headsail for the rest of the night. We still beat some boats."

On Wednesday afternoon a few early finishers sat around Avalon swapping stories in the El Galleon bar downstairs from the race office. By Thursday morning most of the boats were in and the main street along the beach was full of sailors wearing Oakland-Catalina Race shirts (the Metropolitan YC sold 650 of them). Idle crews entertained themselves by elaborating on Wednesday's stories. The gang from the MacGregor 65 Andiamo held up Olympicstyle scorecards to rate members of the opposite sex strolling past their outdoor table.

A blowout party Friday night and another race back to Long Beach made it a full week for competitors and their family members who arrived for the finish.

Star Duster came within a couple of seconds of beating Zeus across the finish line

'Zeus' crew celebrates first-to-finish victory in Avalon's El Galleon.



ZEUS BREAKS RECORD

in Saturday's race from Catalina back to Long Beach, but the Mac 65 was first-to-finish for the second time in a week. The "going home" race was added this year to give Southern California sailors a chance to race some Northern boats. It was Hal Nelson's idea, along with a golf tournament held for racers on Catalina (he donated the trophies) and even an informal miniature golf competition he organized on the spot.

The crew of Revelry, a Santa Cruz 40, deserves an award for effort in the face of futility. They sailed all the way to Catalina only to find out they were disqualified because fuel pump problems had delayed their start past the 30-minute limit. "We thought it might turn out that way. We had a nice cruise down, anyway," said owner Doug McVae, who said he'll try again next year.

All the crews we talked to gave the sponsoring Metropolitan Oakland YC good marks for administering the race, even if the finish line was pretty hard to find in the dark. Despite all the broken gear and wild rides, nobody got hurt and everybody we talked to was having a good time.



OAKLAND—CATALINA RACE RESULTS

			Corrected
Boat Name	Boat Type	Owner	Time
Biological A			
Division I	Baltic 43	Ohiliaanaa Kaba	60.40.00
Dolphin Dance Zeus	MacGregor 65	Philieappe Kahn Hal Nelson	50:10:38 50:49:58
Octavia	Santa Cruz 50	Stewart Kett	51:00:36
Acey Deucy	Santa Cruz 50	Richard Leute	52:38:28
Black Silver	Stiner 58	Steve Stiner	53:13:46
Clipper	Olson 40	Howard Sachs	55:03:43
Interabang	Beneteau 45	Jeffery Winkelhake	56:53:03
Andiamo	MacGregor 65	Carter/Glaros	58:14:06
Fastrack	MacGregor 65	Mike Paselk	58:33:16
Reveiry	Santa Cruz 40	Dennis Robbins	59:11:20
Titan	MacGregor 65	John Cooper	60:13:19
Rollercoaster	Santa Cruz 50	John Fraser	DNF
Division II			
Free Spirit	Express 37	Neil Ross	48:52:08
Punk Dolphin	Wylle 39	Jonathan Livingston	48:57:11
Pazzo Express	Express 37	William Ormond	49:12:48
Jackrabbit	Islander 40	David Liggett	49:57:25
Mainframe	Express 37	Steven Saperstein	50:18:39
Melange	Express 37	Steven Chamberlin	51:28:11
Tsunami	Castro 40	John Cains	51:41:00
Irrational	Peterson 41	Oan Donovan	51:41:19
Juno	Express 37	Conrad Brown	52:31:42 53:16:20
Zopilote	Swan 44	Wijilam Whitiey	53:16:20
invictus Piki Piki	C&C 40 Frers 42	John Webb Richard Kline	60:19:03
Flamingo	Express 37	Rod Stevers	DNF
Rawhide	Tradewinds 40	Kenny Kuhn	DNF
McDuck	Olson 29	Peter MacLaird	DNF
Gatecrasher	C&C 41	Roger Shortz	DNF
Division III Star Duster	Hobie 33	Gerald Gaughen	43:06:56
Leon Russel	Express 27	Johnson/Daniel	43:44:07
Puttin	Freedom 36	Stuart Wilson	44:43:03
Special Edition	Wilderness 30	Eric Sultan	45:12:06
Peaches	Express 27	Thomas Martin	47:44:49
Locomption	Express 27	Edward Morgan	48:10:38
New Wave	Lighthall 30	Deborah Fowler	48:17:16
Windstar	Pye 40	Mick Hansen	48:43:08
Potsticker	J/29	Denebelm/Losch	49:10:28
Bravo	Olson 30	John Kersiake	51:43:04
Svenska	Peterson 44	Darryl Anderson Norman Williams	52:29:10 52:29:23
Fastiane	Express 34 Santana 35	Scott Christensen	56:15:04
Spitfire Cavu	Choate 37	Robert Kanze	56:57:29
Seeker	Tatoosh 51	David Crowe	57:25:24
Lady Jane	Baltic 38	Brian Humphries	59:15:34
Truant	Baltic 37	Gary Johnson	60:53:06
Kanada AV			
Division IV Crescendo	Mull 33	Marc Miltenberger	48:23:19
Danville Express	Newport 30	Andy Hali	50:39:11
Sorceress	Ranger 33	Stephen Suess	51:36:14
Apple I	Hans Christian 38	Wendell Williams	51:44:10
Hot Bottom	Freedom 36	Stephen Kyle	53:37:39
Galden Egg	Freya 39	Tom Deuel	54:14:32
Fearless Heros	Ranger 33	Frenk Petrie	54:34:42
Navelion	Vindo 33	Jack Miller	54:38:13
Fat Cat	Catalina 30	Seth Balley	54:45:43
Nicole	Orion 35	Jim Dupuis	56:57:32 59:54:13
Shaula	Peterson 44 Sloeum 43	Craig Zimmerman Ken Snow	39.34() 3 DNF
Carole Ann	GT 41	Charles Taylor	DNF
La Mouette Eise	Pacific 40	Bruce Fowler	DNF
Good Times II	Ericson 05	Barry Bevan	DNE



Larry Hewitt was on 'Irrational', a Peterson 41.



Gerald Gaughen's Hobie 33 'Star Duster' took first overall.



Mark Imus was on 'Clipper' when a crew member went overboard.



John Buchanan said it was a smooth ride on 'Irrational'. Below, broken foreguy on 'Zeus'.



The Oakland-Catalina race is two or three days of downhill sailing soaking wet, cold and scared, followed by two or three days of

Arles 32

Muil 33

Brewer 42

Crescendo

Eastern Star

partying and schmoozing around the beach in Avalon. We'll look for you there next year!

DNF

48:23:19

DNF

Fred Quigley

Marc Miltenberger

W arm as the weather is right now, if you're thinking about Mexico for this winter season, now is the time to be getting your boat ready.

If you're like a lot of cruisers, this will be your first extended trip south of the border, and you're not exactly sure what kind of gear and equipment you need on your boat. We're going to try to give you a little guidance.

Please understand, we don't claim to be experts, but we've had some experience in that area. In 1979 we cruised Baja and the mainland for three weeks on a Bounty II. In 1981, '82, '83, '84 and '85 we had our Freya 39 in Baja and the mainland for the season, and in '86 we had our Olson 30 in the Sea of Cortez for about three months.

There are two ways to cruise Mexico. The way most people do it is on relatively large boats with fixed keels that are sailed dowr the Pacific coast of Baja. The second is to pull a trailerable boat down to one of the launch sites in the Sea of Cortez. There's a great difference in the type of gear necessary, so we'll consider the boats separately.

The Trailerable Boat For the Sea of Cortez Only

The beauty of the Sea of Cortez is that it's a terrific place to get your feet wet cruising without having to spend tons of money or expose yourself to the greater dangers of the open sea. There are plenty of secure anchorages to duck into if the weather turns bad, there are virtually no overnight passages required, eyeball navigation will get you between virtually all anchorages, and if your boat should happen to founder, you're usually close enough to swim to shore. (Of course once you get to shore, you'd have to walk 498 miles before you came across another human being).

What kind of trailerable boat is suitable for the Sea of Cortez?

This is a tough question to answer because a competent, conservative sailor would have no trouble with something as small and tender as a Santana 20, while a reckless novice could get himself killed with a Hobie 33.

The deal is that Norther's can howl down the Sea of Cortez at up to 60 knots and create short steep seas of as high as 15 to 20 feet. Just ask the guys on the six boats out of 33 that finished the 1979 Long Beach to La Paz Race. And from early November to late April, there's likely to be three or four Norther's a month, each one of them lasting three



Trailer boats in Mexico? Something like an Olson 30 around Cabo is almost too much fun to be legal.

or four days. Fortunately, few blow with the intensity of the one of '79. But you can reasonably expect 25 to 35 knot winds and 6 to 10 foot 'square' waves.

Naturally if you get caught out in weather like that in a small trailerable boat you could run into big trouble. But, you should not, because there are secure anchorages close enough together to avoid it. So as long as you're cautious, know where your next downwind anchorage is, have your boat in good condition, and know how to sail, you shouldn't have too much trouble.

When should you take a trailerable boat to the Sea of Cortez? October is perhaps the best month of the year because the air temperature is finally dropping back down to the high double-digits and the water is in the high 80's. There's still a chance of a hurricane about as far north as La Paz, however, so you want to keep an eye out for that. November's air and water temps are just great — except when Norther's whistle through. But usually it's a good month. December is dicey. The water temperature is still pleasant, but you're sure to have to bundle up when the Northers — and there'll be some — blow.

January and February and March? We say forget it for trailerable boats in the Gulf. The water's too cold for swimming or diving and those Northers make life unpleasant about one day in four. But by early April the air temperature is lovely and the Northers have pretty much blown themselves out. The surface water in the La Paz-Isla Partida area hovers between 68 and 74 degrees, but farther north at Isla San Francsico, Escondido, Mulege brrrrrrrr!!!

May and June are fabulous. If you can stand the heat of July, August and September, you'd be quite comfortable going to hell.

What about trailerable boats on the mainland, from Mazatlan and south? Good trailerable boats in experienced hands make ideal cruising boats along the coast of mainland Mexico, where the winds are normally quite light. The problem is getting your boat there and back. If you trailer it to Mazatlan or bring it across by ferry from Cabo that's fine. But if you sail it down from San Carlos or sail across from La Paz or Cabo San Lucas . . . well, a nasty Norther could catch you halfway through the passage and give you and your little boat a thrashing. When you're going south it might just be a wild ride because you'd be running with the wind and sea. But coming back . . . God help the mariner in a 26-ft trailerable boat who gets caught in the middle of the Gulf beating into a nasty Norther.

or the purposes of this article, we're going to assume that you're going to launch your trailerable boat in the Sea of Cortez, you're going to always know where your next downwind anchorage is, and that your boat's basics — hull, rig, rudder, keel and/or centerboard — are in good condition. Granted those assumptions, here's what else we think you need, in order of importance:

1. A dinghy. Hey, there aren't but a couple of marinas in the Sea of Cortez so were you planning on swimming ashore? We

BOAT PREP

highly recommend the biggest one you can store or drag behind your boat, preferably one with a rigid bottom.

- 2. **An outboard** in excellent working condition. This should double as your main boat engine and your dinghy engine. A good 6 hp on a rigid bottom inflatable will make your hours in the Sea of Cortez five times as enjoyable than if you took a 2 hp outboard with a squishy bottom inflatable.
- 3. A good primary and secondary anchor and rode system. Get a big anchor, two or three sizes bigger than is normally recommended for your boat, and go up a size or two on the rode. You're going to be anchoring virtually every night, so this is not the place to skimp. The secondary anchor can be normal size, and is to be used as a lunch hook or as a stern anchor for light boats to keep them from 'skating' on the primary anchor in high winds.

Danforths seem to stow best on small boats, but CQR's work great, too. A windlass? Unless you've got a really bad back, you should be able to raise your hook quickly and easily by hand. In fact, it's one of the joys of taking a small boat to the Sea of Cortez.

- 4. A good stove. Because of the availability and low cost of natural gas, we think a nice little propane job is the way to go. We used a single burner Seacook by Dickenson of Seattle and give it rave reviews. Naturally you won't be whipping up many six course meals, but let's understand right now that sailing the Sea of Cortez in a trailerable boat is no more than nautical camping. It's fabulous, but it's not luxurious. The Dickenson, incidentally, sells for about \$100 and you can get refill cannisters at a number of locations in La Paz.
- 5. A big umbrella or awning. Don't discount the intensity of the tropic sun, even in winter.
- 6. Jerry jugs. Trailerable boats are notoriously inadequate on water and fuel capacity, and fuel and water depots are notoriously few and far between in the Sea of Cortez. If you're not to be running back to La Paz, Loreto or San Carlos every couple of days, we recommend at least 20 gallons of fuel and 40 gallons of water. In any case, you'll want to quickly become an expert on conservation of both combustible and consumable liquids. A half gallon of water for a shower, for example, is a sinful waste to a veteran trailerboat cruiser. If jerry jugs don't bring you up to the necessary capacity, consider installing temporary rubber tanks.



Joe Friday never ended his show without a baby sledge; you should never start a cruise without one.

7. Compass, knotmeter and VHF. These should probably be way higher up on the list, particularly the compass, but we sort of figured that you had them already. Because so much of the navigation is eyeball—no night sailing, no fog—you don't really use a compass except to orient yourself to anchorages, so there's no need for a 6-incher. A knotmeter helps with navigation, but you'll quickly learn to judge the speed of your boat without, so those on a budget can pass. The VHF? We've gone for weeks and weeks without using ours, but they're a necessity for the social minded and a comfort to those anticipating being in need of assistance.

8. Solar panel. How else are you going

to charge the batteries to use the VHF, knotmeter, and interior light for bedtime reading? Have you seen those new ones advertised in *Latitude* that bend, flex and can be stood on? They don't put out as much juice, but they're an interesting idea. We had one solar panel about 14x28 inches and it provided far more juice for our two batteries than we ever needed.

9. Mexico Chart Guide West and Charlies Charts should provide all the directions you need. If you're sailing out of the San Carlos area, Gerry Cunningham's guide and charts are invaluable. Jack Williams The Magnificent Peninsula is aimed toward folks with wheels, but it's got such great general information on Baja you'll be glad you brought it along.

Stuff you don't need: An ice box or refrigeration system. There's no ice unless you stay in La Paz, Cabo or Loreto all the time. A refrigeration system uses too much fuel. You'll quickly learn to enjoy warm sundowners — or make friends with folks on bigger boats that have ice.

You don't need generators, blenders, variable pitch propellers, thru hull heads, sextants, electronic navigation aids, radar, liferafts, boat shoes, wind direction indicators, or any of that other stuff. If you don't like screwing around with the lead line, you might want a depthsounder.

It's amazing how little you need, isn't it? But this is all we had on our Olson 30, Little O, when it was down in Baja for several months. Nothing else was necessary. And lest you think having a trailerable boat means you're the low owner on the totem pole, just remember that Peter on Little O ended up sailing away with the voluptuous winner of the Sea of Cortez wet t-shirt contest.

Do remember, however, that trailerable boats are small and don't carry weight well, so simplicity is the key. One plate, one cup, one set of utensils, etc. for each person. There's no room for wretched excess.

The Larger, Fixed Keel Boat In Baja and Mainland Mexico

The biggest mistake first-time big boat cruisers make is that they think they've got to rebuild their entire boat for cruising. They start in July and don't finish until December, which means by the time they get to Mexico most of the season is history. And then they find their boat had almost been perfect in the first place. It's crazy.

We remember meeting one guy in Mexico who'd decided to make the cruise on about two weeks notice. He bolted a big propane

tank to his genoa track (a really foolish thing to do), and that pretty much covered his preparations. And you know something, he was having a hell of a good time and not feeling the least bit envious of others.

Before we start with the list of gear you need, first check out the basics of your boat. Is the mast about to fall down? Are the thru hull fittings leaking furiously? Is the stuffing box about to crumble to pieces? Is the engine prepared to run daily for the next six months? Do not, repeat do not, buy any of the little goodies until these basics are thoroughly under control.

Given those, we'll go down the list for the big boat headed down the Pacific coast of Mexico for the season. These are only somewhat in order of importance.

- 1. A compass. Not just any compass, but one that's been competently boxed on your boat and checked twice. A hand-bearing compass makes an excellent back-up.
- 2. A Knotmeter, preferably with a log. While we don't recommend it for most sailors, an experienced sailor with just a compass and a knotmeter could successfully DR Mexico if he/she was careful to stand well offshore during nights and fog. If your other navigation systems if you have others fail, you can always fall back on these.

take it from there, remembering, of course, never to head in the direction of shore in limited visability.

But, you can pick up a plastic sextant and a teach-yourself book for less than \$50, and you'll have the time and opportunity to become accomplished in a new skill, so why the heck not?

- 3. **Loran.** South of Cedros your Loran won't be of any more help than your portable television. Don't buy one for the trip.
- 4. **SatNav's.** These are terrific fun and the price of some models have dropped to very attractive levels. Do remember that SatNav's don't give constant positions and that some satellite passes won't give good fixes. And that SatNav's can break. Have confidence in your coastal navigation before you invest in any electronic navigation.
- 5. **Radar.** We wouldn't have said this a couple of years ago, but we now give radars a strong recommendation. There's several reasons. The first is that both the price and power consumption are way down. The second is that too many folks are losing their

How could we forget! We mentioned awnings and umbrellas but you've got to have a dodger, too.

C an you live without a sextant? We think the answer is 'yes', since you'll basically be doing coastal navigation. If you do get lost, just remember the sun rises over Mexico and sets over Hawaii. You should be able to

boats on the beach in poor visibility while bringing them back up the coast. If you can buy protection against that for as little as \$1,200, it's worth it, particularly when you

can probably sell the unit when you get to San Diego for about \$800.

Remember, however, that radar doesn't tell you everything. You've got to learn how to interpret what shows up on the screen, and that takes experience. Remember, too, that the unit can conk out or your power

A hand-bearing compass makes an excellent back-up

supply may go down the tubes. Again, be prepared to navigate with confidence without your electronics.

Radar or SatNav? Radar if you've got to pick between the two. SatNav only gives positions every couple of hours and it won't help you see freighters steaming toward you in pea-soup fog.

6. Ham and single side-band radios. These are great if you want to invest the time (for the Ham license) and money (for Ham radio and SSB radio). We never had a Ham and never really missed it because so many other cruisers have it. It was required we have an SSB for the Mexico races we did; other than calling in daily position reports, we never used the thing.

We're going to assume you have a VHF radio. If there'll be more than four people on the boat, you'll want a hand-held VHF also.

7. **Dinghies and outboards.** As with trailerable boats, the biggest and most powerful combination you can afford is the best value in our book. Don't skimp on the dink and outboard.

If there's going to be more than four people on your boat, you need a second dink. A basic one with oars is fine, but have some kind of second dink or there'll be frustration and anger.

8. A liferaft? This is a tough one. If you've got kids and money, we'd certainly invest in one as well as an EPIRB. If it's just you and someone else who's game, and if you've got a good strong dinghy, you might think about going without. You'll never be sailing too far from shore, you'll be sailing heavily trafficked waters, and the money you don't spend could finance most of your season in the tropics.

There's also the chance you could rent or borrow one for the trips down and up the coast of Baja.

Just so you know where we stand, we've never made the trip without a liferaft.

9. Autopilots and self-steering vanes.

BOAT PREP

Both of these are great to have, but if you're on a budget it's not necessary that you have either one. Barry Stephens, who's no kid, used to singlehand his engineless (temporarily) 50-ft Rowena around Mexico without a vane or autopilot simply because he preferred to steer himself. If he can do it for fun, you can do it out of necessity.

If you have to choose between a vane and an autopilot, we'd suggest a . . . well, we don't know what we'd suggest. It's boring as hell to steer when you've got to motor and there's lots of light wind in Mexico, so that would favor the autopilot. But the times you really appreciate self-steering are when you're bringing the boat back up the coast in a strong blow. You'll have to decide this one on your own.

10. **Refrigeration.** There's two refrigeration systems, the kind that keep things cool and the kind that make ice. You can install the former for less than a \$1,000 and keep food cool, but don't delude yourself into thinking you're going to be making trays full of ice all the time — at least without running your engine all day. The kind of refrigeration systems that allow you to drop endless cubes in your sundowners are expensive, and they require lots of power i.e., a full on generator to really do the job.

We've never had refrigeration or ice cubes in Mexico and still enjoyed ourselves. Since then we've sailed on quite a few boats that had the capability to keep beer cold and make ice. It's nice — not an absolute necessity, mind you — but it's very pleasant. Perhaps the best way to decide if you need one is to sit out in the hot sun and try drinking a warm beer. After two or three of these you might figure out some way to work refrigeration into your budget.

11. Anchors and rode. You must have

one of the biggest irritants of cruising is going to bed caked with salt.

three anchors, two big suckers that will hold your boat so well in a blow that you can sleep like a baby. The third is your lunch hook. Make sure you've got strong rode — we think all chain is the best — and plenty of it. Plenty of it means you've got at least one back-up rode. As with trailerable boats, you don't ever want to skimp on your anchor gear.

12. **Windlass.** We are true believers in electric windlasses for boats over 30-ft in length. Having a good power windlass means never having to feel bad about reanchoring four or five times a day. Since you don't worry about pulling the anchor back

runs from perfectly clean to 50 percent water and dirt, you'll want to carry a 'Baja filter' for when you take on fuel and plenty of — about 700 should do it — fuel filters.

15. **Guns.** We recommend you don't bring guns to Mexico. It's against the law unless you get a hunting permit and more than once a cruiser has gotten killed with his



Fred of 'Serape' likes to take it slow and easy. But, we highly recommend your dinghy be big and fast.

up, you don't cheat by putting out too little scope. A manual windlass is an alternative, but only on boats under 35-ft.

13. **A Water-maker.** If you've got enough power to run a water-maker and have a little extra money in your pocket, we strongly recommend you invest in one of these. It seems like you can spend half your cruise jerry jugging water back and forth to your boat, so if you can eliminate it, the quality of your cruise improves tremendously. Furthermore, one of the biggest irritants of cruising is going to bed caked with salt. If you've got the water to solve the problem, you — and especially the ladies aboard the boat — will be extremely happy.

If you hear about a fuel-maker, call us , collect.

14. Speaking of fuel reminds us of engines. Have your engine man give your plant an inspection and put together a spare parts kit, and a spare parts list. You can get engine parts to Mexico faster than you think, but you've got to know what to order.

Knowing that the quality of fuel in Mexico

own weapon. If you feel as though you want some personal protection, we suggest a couple of cans of Mace.

16. **Sails.** How did they end up this far down on the list? You need both light air and heavy air sails for cruising Mexico. Pity the cruiser who shows up in Mexico with just a main and a #2; he's going to spend all his time cursing the fact he's either underpowered or overpowered.

The best sail combination, in our opinion, is to have a good roller furling headsail system which allows you to change headsails relatively quickly and a fully-battened main. We've never had a roller furling system, but we've sailed on other boats equipped with them and they're great. We're saving our pennies.

As for fully-battened mains, they are the future. They're quieter, keep better shape, don't flog, are easier to furl and reef, and last longer. What more can you ask for? All the people we've talked to with them are very pleased.

If you've raced, be assured that spinnakers are wonderful sails for cruising Mexico. If you're into simplicity or singlehanding, go with a genneker or whatever your sailmaker calls the poleless, nylon reach-runner he sells. These light-air sails are wonderful for

MEX BOAT PREP

south of the border and many, many times will keep you from having to fire up the damn old engine.

For heavy weather, we suggest you have a storm jib — they're cheap because they're small — and a main that you can tuck at least three reefs into. You probably won't need these, but if you do you won't want to be without them.

17. **Sun awning.** Don't leave California without one.

18. **Pressure water system.** Disconnent this before you leave. It wastes precious water and electricity. We undid ours and never bothered to hook it up for three years. You need pressure water like you need a hole in the head.

The best way to shower in Mexico outdoors is with one of those garden spray pump jobbies. It's economical with water but gets the job done. The nice thing about it is that it really requires two people; one to be soaped up and a partner to spray the soap off. It not only gets the participants clean, but stimulated, too. Dr. Ruth ranks it near the very top of effective forms of foreplay.

19. The baby sledge. It makes no dif-

ference if you're heading to Mexico on a Cal 20 or Kialoa II, no boat should be without the baby sledge. Mr. Natural always admonished his followers to use the right tool for the job, and there's no tool quite as right as a baby sledge for 'encouraging' reluctant blocks, windlasses, cotter pins, first mates or port officials. The baby sledge makes things happen!

The only other thing you need is a friend to share your cruise with. You're going to want to bring one with you from the States, because except for the UCSB girls who come down for spring break, there are precious single ladies available in Mexico. Outside the zona roja, of course.

Naturally, if you're a woman it's an entirely different story. If Phyllis Diller showed up in La Paz she'd think she'd been transformed into Bo Dereck. If you ladies have been wondering where all the heterosexual men

have gone, there's more than a few good catches on boats south of the border.

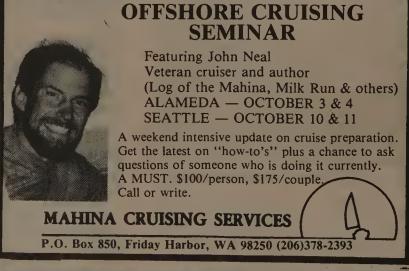
If you're a boatowner or someone wanting to be crew, make sure you check out our Mexico Only Crew List application forms in this issue's *Sightings*.

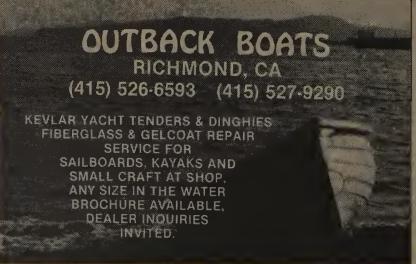
We're certain we've left a few things out, but the above should have you well on your way to getting your boat ready for Mexico. Naturally you don't have to agree with what we recommend, for it's not the gospel truth and lots of things depend on the type of boat you own and the number of digits in your bank balance.

And while we've mentioned money, let's close on a financial note. We've known plenty of folks who've cruised Mexico on boats and budgets that totalled over \$150,000, and we've known folks who've done an entire season on less than \$5,000, boat included. Damned if we can tell who had the better time. Rich or poor, a season of cruising in Mexico is something nobody should miss.

- latitude







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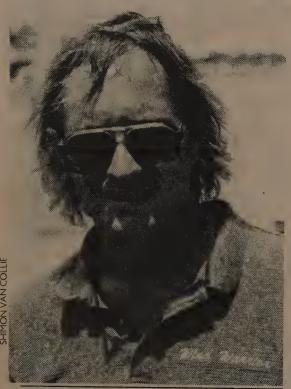
And Much



MULTIHULL

A bout the only deserving people on the west coast that get less respect than Rodney Dangerfield are the multihull racers.

It doesn't seem to matter if they're first-tofinish in all the Newport to Ensenada Races or Northern California's Single and



'Wind Warrior's Steve Shilder knows that the race doesn't always go to the swift.

Doublehanded Farallones races. That Randy Smyth's Morrelli cat, *Team Smyth*, whipped the Europeans at their own highly-sponsored Formula Forty game appears to have made no significant impact on west coast sailors. Bob Hanel's 62-ft catamaran, *Double Bullet*, established the transpacific elapsed time record of 7 days and 7 hours back in 1983. Yet when sailors speak of "the TransPac record", they're invariably referring to *Merlin's* monohull record of 8 days and 8 hours.

Multihullers aren't shouted down as deviants, dismissed as lunatics or criticized as being reckless. No, it's far worse than that; they're simply ignored. What makes it all the more aggravating is that west coast and Hawaiian sailors pioneered modern multihulls, something that the French, who have brought such boats to unprecedented refinement, don't even care to acknowledge. It's quite understandable then, that many multihullers — except perhaps Smyth who has beaten the French — seem to carry a small chip — if not an entire ama — on their shoulders

For years multihuller's have been trying to do something about their plight. They've

held Multihull TransPacs at the same time as the 'real' TransPac, and even though they record better elapsed times it's done little for their prestige. Mike Kane made a hell of a go at Flying Cloud's ancient clipper ship record from New York to San Francisco in a woefully underfinanced Cystic Fibrosis Crusader. And he was ahead of the pace until a failed shackle doomed his attempt — and ultimately his boat. But his gallant shoestring effort hasn't brought any new sponsors out of the woodwork.

But like all good sailors, multihullers persevere. The latest scheme for greater recognition tries a different tack, a variation on the 'if you can't beat them, join them' strategy. The variation calls for morrhohull sailors to join multihulls in something called 'open racing'.

For the last two years the "Great American Speedsailing Grand Prix" has been held off Long Beach. Each time it's attracted a couple of fine multihulls, a couple of large monohulls, and a large pack of either small or dated multihulls. In Europe it wouldn't even qualify as the minor leagues, but on the west coast at least it's a start. Aikane X-5 and Wind Warrior, a pair of cats, traded first and second place overall in the two years it's been held.

Of course, the prestige race in our part of the world is still the TransPac, and so the multihull'ers got together this year and held not a Multihull TransPac (the last official one of which was in 1981), but what they termed an "Open TransPac Record Run". This meant that the event was open to multihulls as well as monohulls that might exceed the 'real' TransPac's rating limit of 70.0 IOR. This would allow such boats as the 84-ft Christine, all the MacGregor 65's, Merlin in her fastest configuration, and a handful of other boats.

As 'open' as this year's "Record Run" was — it started July 2nd, one hour after 'the' TransPac — it attracted not a single monohull and just five multihulls. Of the multihulls, there were but two genuine contenders, the previously-mentioned Aikane and Wind Warrior. To say the least, the two boat Record Run match-up between Aikane and Wind Warrior was interesting.

Aikane, is the brainchild of 62-year-old Rudy Choy of Hawaii, who is widely credited with being the father of the modern catamaran. He built his first with a couple of partners on the beach at Waikiki in 1947. In

1957 he found CSK Catamarans with Alfred Kumalae and Warren Seaman; Seaman has remained his lifelong partner.

CSK built two entirely different types of cats. One was the 'passenger cats', so many of which ply the waters off Waikiki loaded down with passengers. The others were racing cats.

In 1957, Choy and Seaman raced the first Aikane, a 45-footer owned by Ken Murphy, in their first Ensenada Race. To report they set a new elapsed time record in the 125-mile race is to only tell part of the story. It was an elapsed time record that stood for 26 years until Bob Hanel's 62-ft catamaran, Double Bullet, bested it in 1983.

Other CSK designs were entered in Multihull TransPacs or sailed to Honolulu concurrently with the 'real' TransPac. Choy's designs always did great, and held the elapsed time record for that course until 1983, when again Bob Hanel and *Double Bullet* wrested it away with spectacular run of 7 days, 7 hours.

As a result of seeing his marks go down

'Aikane' crewmember Mike Kane points to where the crossbeam almost sheared.



TRANSPAC

the tubes, Choy designed the 62-ft Aikane X-5 to get his old records back. Once that score was settled, he figured he'd take his \$400,000 creation and have a go at the Frogs. Choy's always maintained that the only advantage the French have ever had over the Americans is "money, lots of money provided by French corporations".

Choy's only genuine competitor in the Record Run was a former 'disciple' of his, 37-year-old Steve Shilder of San Francisco. Shilder owns the Gino Morrelli designed 48-footer, Wind Warrior, a boat that displaces a third less than the 9,000-lb Aikane.

In my college days," said Shilder, "I worshipped Rudy as the master of the catamaran."

A real estate investor, Shilder has a lot of miles under his bottom on a variety of boats. It started back in 1969 when the then 21-year-old Shilder did a South Pacific cruise on *Raven*, his 33-ft Columbia. After some sailing with the University of Hawaii Sailing Team, he took off to the South Pacific again, this time on a 35-ft Lodestar trimaran.

Since then he's done a whole variety of racing and cruising. Included in this are grand prix IOR events all over the western hemisphere and a two year cruise through the Caribbean on a Cross 32-R trimaran.

In 1978 he moved to San Francisco, did some racing with Bill Twist on Stuff, and then in 1984 bought the two-year-old Wind Warrior. His first big race with the boat was a transpacific run against — who else? — his friendly arch-rival, Rudy Choy and Aikane. But just a single day out of Los Angeles, Wind Warrior experienced so many gear failures that she had to retire.

It was then that Shilder began an intensive program to make his Morrelli 48 the fastest sailboat — bar none — on the west coast. Even though not brand new, the basic boat was no slouch. In fact, the molds for Randy Smyth's victorious Team Smyth Formula Forty were taken from it. So Wind Warrior was taken to RD Boatworks in San Juan Capistrano for modifications to make it the swiftest — if not the sturdiest — multihull on the west coast.

When the work was completed, Shilder aggressively sought out competitors. Between 1986 and 1987, he made six round trips between San Francsico and Ensenada looking for line honors. In North-



'Wind Warrior' in comparitively slow motion under a double-headsail rig near the California coast.

ern California he was first-to-finish in the Doublehanded Farralones and Doublehanded Lightship races, setting a new elapsed time record in the former. He was first-to-finish in the '86 Ensenada Race and the '86 Great American Speedsailing Grand Prix

In '87, Shilder had to take the back seat in a couple of events to Aikane, which was now equipped with a new 80-ft wing mast and a 1264 sq. ft. kevlar main, gear that Choy estimates make the boat 20 percent more powerful. Aikane edged Wind Warrior in

both the Ensenada and Speedsailing competitions. Clearly the Record Run would be a showdown between the former teacher and student. As Shilder put it, "In this race I have some unfinished business."

Both boats took on talented crews, which would rest in the most miniscule of cabins during their off watch. In addition to Choy and the 63-year-old Seaman, *Aikane* had Olympic medalist and Formula Forty champ Randy Smyth, Michael Kane, who holds the Singlehanded TransPac mulithull records from San Francisco to Kauai, and three other talented hands.

Shilder enlisted the skills of Southland designer Gino Morelli, R.D. Boatwork's Bob

MULTIHULL

DeLong, Randy Hatfield and surf legend and "water rat" Mickey Munoz.

West coast multihull race starts have something of a sloppy reputation. For example, this year's Speedsailing Grand Prix had a general recall because one camera crew wasn't ready and the other was off filming the Queen Mary. And the Record Run wasn't much better. Aikane and the three other entries (Damaiana, a 42-ft Shuttleworth tri; Meshach a cat-ketch rigged tri; and Killer Frog, a 25-footer), were all present and accounted for. But Wind Warrior, the main competition, was nowhere in sight. She turned up 45 minutes later, the victim of various problems in getting to Pt. Fermin from Dana Point.

Choy and Shilder employed two different strategies in their battle right from the start. Shilder knew that the longer and more powerful Aikane was the faster boat, so he calculated that his only chance was to sail the shortest distance to the finish and sail conservatively to keep from breaking down. If Aikane wanted to sail all over the Pacific looking for a couple knots more wind, that would be fine with him.

And the brain-trust on Aikane appeared to be playing right into Shilder's hand. The 62-ft cat dove way to the south — but with spectacular results. In the first 42 hours, she ripped off 655 miles, a 15.5 knot average. The only bad part was that only brought her 490 miles closer to the finish line.

While Aikane looked golden from her position report, chinks in her armor became evident to the crew almost from the start. Just 25 miles from Point Fermin, Smyth had to go aloft for what would be the first of 18 trips in 8 days to check on things and take care of halyard chafe.

And while Aikane continued to rip off astounding daily runs to the south, she continued to be plagued by gear failures. The second day out saw a huge one, when chafe from the running backstays resulted in an entire seam being ripped on the main. The sewing machine left back home to save weight, Smyth and the others spent 15 hours sewing by hand, their boat speed cut. Wind Warrior was 200 miles to the north, but because of Aikane's reduced speed and roundabout course, she was now only 35 miles behind.

Be that as it may, four days into the race Choy and crew were 10 miles ahead of Double Bullet's record run, and had pulled about 100 miles ahead of Wind Warrior.

Unfortuately, Wind Warrior experienced her own problem on the very first day.



Symth, Europe's Formula Forty champ, is a smoother mover, but 'Aikane' had to limp home.

Despite a concentrated effort to sail conservatively, the port centerboard broke, the debris of which struck the port rudder. So one day into the race, they were missing a centerboard and had a rudder whose skin was beginning to peel away under the force of water pressure.

Shilder says the loss of the daggerboard didn't affect his boat's performance, and given the boat's daily runs, it would be hard to argue with him. After an initial slow day of 116 miles, Wind Warrior ripped off 312, 328, 323, 279, and 290 mile days. This

figures aren't guesstimates; the Morrelli 48 is equipped with an Argus system that reports the boat's position via satellite several times a day.

And so things went, Aikane steadily pulling ahead of Wind Warrior on a southerly course on what looked like a record run. But then on the sixth day, everything changed. The crew of Aikane, leading by 125 miles, noticed a serious crack in the crossbeam that supports the powerful wing mast. It was either splint with the reaching strut or swim; so splint and limp they did.

The repair itself took half a day, after which the Aikane crew felt it was only prudent to sail at 75 percent. With Wind Warrior pouring on another 260-mile day, she passed the wounded Aikane just 100 miles from the finish. Bolstered by a day's sailing with the jury-rig, the crew of Aikane took off after Wind Warrior at full boogie, figuring they still had a chance to catch them before the finish. But it was not to be. Coming in from a more easterly slant, Choy's big cat hit a parking lot off Molokai and that was the race.

Wind Warrior, whose port rudder self-destructed a day out — took line honors with a time of 7 days, 20 hours. Sailing only 25 miles more than rhumb line, Shilder's boat averaged 11.96 knots for the entire passage. Outstanding! They beat Aikane by 3.5 hours, but were nearly 13 hours off Double Bullet's record time.

It was a sweet victory for Shilder, who had learned from experience that with high speed multihulls, the race does not always go to the swift; it often goes to the boat that doesn't fall apart. Designer Morrelli has said before the race, "Keeping the boat together is a major concern."

As for Shilder, he was swift to praise the boat's designer. "I have to give full credit to Morrelli, he has continually worked at evolving the boat, taking the best Europe and the others have to offer and adapting it to our needs aboard *Wind Warrior*."

As for the crew of Aikane, they were making no excuses. "We broke, said Mike Kane, "so they deserved to win." Multihull sailors are much more cognizant of the necessity of holding their boats together then monohull sailors. As one of the crewmembers put it, "Boats that do three 360-mile days are so fast they just break."

While giving lavish praise to Shilder, Aikane's Smyth admitted, "We lost the battle

TRANSPAC

with time to strengthen the boat. We never shook her down in heavy air since the addition of the wing mast and we paid the price." Nonetheless he expressed admiration for Choy's design. "This is an incredible apparent wind machine."

The broken crossbeam wasn't Aikane's only problem. The tremendous stresses were working the rod rigging far more than is safe, and the stays to the dolphin striker and forestay had already broken. There were numerous other problems, too.

Damiana, was the third boat to finish. Meshach was fourth, with Momma Christy and her infant son aboard. Killer Frog, with Christy's husband at the helm was fifth, the victim of rudder problems. (Mexico cruisers might remember Meshach from first Sea of Cortez Race Week and as the boat that was shot at while chasing a murderer on a stolen boat in Turtle Bay)

What's the future? Shilder will be back on San Francsico Bay in September for Northern California's edition of the Great American Speed Sailing Grand Prix. He and Latitude have also planned the 'The Great Sausalito Ferry Race', in which Wind Warrior will take on a catamaran ferry for a sprint across the center of San Francisco Bay.

As for Aikane, Choy says he'll be back. "I know now that seven days is no longer a barrier," he said, "Aikane has the potential to do it in six days." With another Record Run scheduled for July 1, 1988, he'll have his chance next summer.

Also soon to be back on the scene is Bob Hanel with a new Double Bullet to replace the one he lost during the race from Canada to France.

But will there be any others? The future of the multihull racing on the west coast seems to be in a Catch 22 situation. Shilder believes



Rudy Choy and Warren Seaman, the grand old men of West Coast multihull racing, driving 'Aikane' off Catalina.

that if a lot more competitive multihulls start turning up for races, multihull racing will really take off on the west coast. Unfortunately, he also believes that multihull racing isn't going to attract many new participants until more boats hit the line.

Shilder, who is looking for a partner to trick his boat out to IOR standards, believes that new multihull competitors are not going to come from the ranks of current multihull owners. "Most multihulls around today are pieces of shit that ought to be burned," he said, perhaps overstating the case. "The new multihull owners will come from the ranks of ultra light displacement monohull sailors.

Fast is fun, but faster is funner."

hether Shilder's right or not remains to be seen. Monohulls certainly aren't as fast as multihulls, but the big surfing sleds seem to be riding a wave of popularity, both with owners and charterers. There are several more 70-ft monohull sleds being built in California right now.

Thus it's back to the old question of respect. The small multihull fraternity of the west coast has certainly earned it's share; whether they'll ever get it, is an entirely different question. As endless people have discovered, this is anything but a fair or just

- latitude

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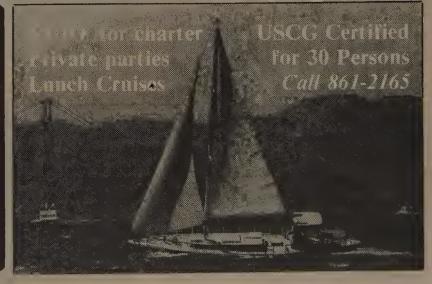
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SHIPWRECKED

F or Scott Taggerty, May of 1987 was supposed to be a time for homecoming. The Scottish-born sailor had spent the last two years cruising in Mexico, and now it was time to pay the piper. The plan was to sail back to San Francisco, live aboard and



Taggerty got off 'Scott Free', but dearly regretted it.

start working again to finance the 101 projects he'd been putting off or planning for the boat.

Although Scott spent a lot of time singlehanding, he usually picked up an extra hand for long passagemaking. A friend off another boat helped him get Scott Free, his Dreadnought 32, to Cabo. There, literally on the way to putting his friend on a bus, he ran into a young German named Paul. As a boardsailor, Paul had no big boat sailing experience, but the two hit it off and Paul agreed to help sail the boat back to California.

On Saturday, May 2, Scott Free hung a right at Land's End and headed north. For safety and convenience' sake, Taggerty planned 12-hour tacks for the first part of the trip: tack in (north) during the day and out (west) at night.

In the early hours of Wednesday, May 6, Scott Free hit the beach south of Magdalena Bay. By the following weekend, Scott's cruising lifestyle had come to an abrupt end: the boat was a total loss, and all save a handful of his gear and personal effects were gone.

"That Tuesday, we'd sighted land and had

started short tacking up the coast to try to figure out where we were," says Scott. "By evening, we were taking two hour tacks — two up, two out." Paul came up for the 9 to 11 shift — an "in" — and Scott went below to get some sleep. At that point, he figured they were about 10 miles out. As arranged, Paul woke Scott at 10 and reported all okay. "The last thing I said was, 'Remember, we're sailing toward shore.'"

"The next thing I felt was a bump and the roar of surf. I remember saying, "Goddamit, you fell asleep on me!"

That was exactly the case, though there was no time to get upset about it. Scott's first priority was to try to save the boat. He started the engine and threw it in full reverse, but to no avail. Scott Free was hard aground, facing south and being pounded by the big breakers.

Incoming waves would throw the boat on her port side with a crash; outgoing wash would crash her back to starboard, exposing the cockpit and cabin to the next onslought. It didn't take long before water was everywhere and the saving the boat was hopeless.

Scott. "I told Paul to get his stuff off the boat, and I put out a Mayday on the VHF. Then I started getting my stuff."

The drill was to wait till the boat flopped toward the beach, jump off, wade to shore with a load of gear, deposit what each carried above the surf line, wade back out, wait for the boat to flop toward you (hoping a big surge didn't suck you under it) and climb aboard. It was strenuous work for the two tired mariners; it was cold, and it was night.

"I remember saying,
Goddammit, you
fell asleep
on me!"

But it had to be done.

Before they lost power for the radio, Scott put out another Mayday. "All of a sudden, this voice comes back on, crystal clear, and said, "Where are you?"

"I told him we were in the vicinity of Mag Bay, that we were on the beach and taking water, that there were two of us, we were okay . . . But that was it. Whoever it was never called back, even though I asked several times. Soon after that, the radio started cutting in and out and finally quit altogether. Just in case someone had heard their transmission, Scott fired a flare into the night sky.

His spirits sank even deeper when Paul retrieved Scott's "carry-all" backpack from the bottom of the water-filled cabin. The first thing he usually grabbed when going



ON THE EDGE OF NOWHERE

They climbed back aboard to find a revolting mixture of sand, diesel fuel and paper pulp sloshing around belowdecks. As

anywhere, it contained among other things important boat and personal ID papers. A wet wallet he didn't mind, but the handheld VHF inside was ruined.

In the first few hours, the two men didn't get anything off the boat except what they absolutely needed: food, water, clothing, sails and tarps for shelter, and legal documents. They also got the dinghy, and Scott also spent a lot of time looking for personal items, both of monetary and sentimental value. "I knew the boat was lost and those items seemed important to save at the time," he says.

After two or three hours, both Scott and Paul were getting so cold and tired that getting on and off the boat was dangerous. "We needed a rest," says Taggerty. The last thing they did was carry the bow and stern anchors up the beach as far as possible and "set" them. Then they went behind a sand dune out of the wind and fell asleep on the sand.

"When I woke up the next day, about 7 a.m., I really thought the boat would be gone," says Scott. But when he walked to the top of the sand dune, Scott Free was still there, still doing the "Captain Ahab" flip-flop routine that seemed to beckon them back aboard.

From the vantage point of the high dune, Taggerty looked behind him at miles and miles of empty desert. He looked up the beach — nothing; and down the beach —

'El Chefe' and his fishermen friends during a gear salvage operation.

not a good year for cruisers coming north

Scott Free is just one of a number of cruising boats damaged or lost coming up the coast of Baja this year.

We also had a report that Jumbo, a Westsail 32, went aground near Santa Maria Bay. Insured through Vagabundos del Mar, after several weeks on the beach, the boat was towed into deep water by a shrimper. She since proceeded to La Paz, where she is said to be in excellent condition.

In not quite as good shape is Wind Child, John and Pam Faulkner's Mariah 31 that we reported dray and anchor up on a Baja beach in June. The boat sustained a five-foot gash in the side of the hull and took on lots of water. But after some yachties from La Paz assisted in repairs, the boat was pulled into deep water again early in July. We believe she's at San Carlos where more permanent repairs are being effected.

Trois Freedom, a 45-ft ketch, lost both her masts coming up Baja in mid-June.

Harlequin, Elbert Bressie's new Hinckley 42 from San Francisco, suffered a crack in her mast coming up from Baja, one of the last legs on her delivery trip from Maine. Her skipper, the notorious Capt. Davey, brought her in to Turtle Bay under double-reefed main and staysail. She then made it to San Diego with little problem.

Also with most problems was *Grasse Matinee* ("Fat Morning"), a Crousette 32 that was home-built in France by Patrick and Susan Thomas. Having cruised for four years on the junk-rigged boat with three cats, one dog and no engine, the crew was shocked when their rig went down 600 miles northwest of Cabo San Lucas on June 7.

The Thomas' put out a ham call on the 'Papa Gulf' net, which is for French and Swiss sailors. Oddly enough, the net's sticker depicts the "Fabuluous Furry Freak Brothers" comic characters on a globe. Be that as it may, it was an effective net, for just four days later the 220-ft medium range endurance cutter, Venturous, out of Long Beach, pulled alongside.

Capt, Stanley Breedlove sent a boarding party to inspect the boat. As a result of the inspection the captain strongly recommended the French boat be taken in tow. And so it was, for 700 miles in 7 days, arriving in San Diego on June 22.

Folks, we're losing way to many boats and masts on the trips back from Baja to California. No wonder insurance rates are going up and coverage is getting harder to find.

In an attempt to help, next month we're going to share some of the secrets of delivery skippers, the guys who bring boats up between March and June.

nothing. "It was like the edge of nowhere," he says. "My first thought was that we had to get more food and water off the boat."

if things weren't bad enough, the smelly broth was caustic enough to actually burn their skin. It also made the many nicks and cuts on their hands and legs hurt like hell.

In addition to a bunch of canned food, Scott got the AM/FM out that morning and hoped to rescue one of the batteries so he could jury rig power for the Ham set salvaged the night before. Those plans were scrapped when he found the galley had come loose and jammed against the companionway ladder, which prevented access to the engine room. A growing delta of sand cemented the mess solid.

Other bulkheads and furniture were also buckling or coming loose from the pounding the hull was taking. But surprisingly, except for a crack on the landward (port) side — probably a hard spot where the bulkhead tied in — there was little visible damage to the hull itself.

All through that day the two would work until they shook, then retreat to the windbreak and warm up before the next



SHIPWRECKED

assault. At the end of the day, they had rescued some tools, dive gear (including wetsuits that helped them stay warm), and



'Scott Free' apparently went on the beach when Paul, a young German boardsailer, fell asleep while on watch.

the few books not already ruined. In the afternoon, Taggerty again scanned their surroundings from atop the dune, and this time spotted a little white speck on the beach to the north. "Through the binoculars it looked like another wreck," he says. By now the tide was coming in, making salvage work too dangerous, so they decided to walk up and take a look.

Sure enough, two or three kilometers up the beach was another boat — two, in fact. But not wrecks. They were fishing pangas, with outboards attached. A short way inland, the two men found a fishing camp. "The boats hadn't been used in some time and the camp was deserted," says Scott. "But we saw fresh vegetables, a dog and tire tracks. Someone would be back sooner or later." They didn't want to wait around until after dark, though, so they hiked back to their camp and fell into an exhausted sleep.

Finding the fishing camp was a revelation for Taggerty. Initially, he was afraid they might have gone aground on one of the marshy islands north of Mag Bay, in which case rescue, much less salvage, might be a long time coming. "I always felt confident that we would get out of this," says Scott. "It was just a matter of how long we'd have to wait." A regular on the Ham nets, he felt



'Scott Free' made it about 120 miles northwest before going aground.

concerned fellow cruisers would get a search going if he was off the air for more than a few days.

"Now the game plan had changed again," he says. "We knew it was only a matter of time before we got help from the fishermen. The second day the boat had stopped rocking back and forth, which made getting on and off much easier. We got more things off in the morning — that's when the tide was out and it was easiest to work — and in the afternoon we made two or three trips up to the fish camp. The last time we went was just before dark. There was still no one there, so Paul suggested that we just wait. Pretty soon, here came this junker station wagon with a man, woman and kid in it . . .

"I didn't think about it until later, but it must have looked awful strange to them. They pull up and here come these two strange gringoes walking out of their camp, at night, and both of us looking like we did. They didn't get out of the car until we told them we were shipwrecked marinaros. Then they were very helpful and reassuring. They promised (through Paul, who spoke fluent Spanish) to get ahold of a rancher with a pickup and come down to the beach the next day.

he third day, Scott and Paul again donned wetsuits and started back to work on

the boat. Scott was busy getting the winches off when six or seven fishermen showed up. All but one — "but he was 'El Chefe'," says Scott — started "helping" take stuff off the boat.

"They also started taking souveniers," says Scott. "And it suddenly dawned on me that we were in a whole new situation. It was changing every day. It had gone from trying to save the boat, to saving ourselves, to survival, to getting stuff off the boat. Now it was business. I had no money, but said I would compensate these men for their services. So it started: if it was something I didn't like or not really, really expensive, I would let them have it.

It was an uncomfortable arrangement to say the least, especially after they found a bottle of liqueur and proceeded to pass it around and get drunk. "I was caught between the devil and the deep blue sea," says Scott. "I needed their help to save as much as I could, but I didn't know what or how much was fair to give them. When I look back on it now, though, I am grateful and thankful for everything they did. I could not have saved what I did without them.

"What it came down to, was that I got one pickup load. El Chefe could drive the pickup down to the beach at low tide, we could load it up and he'd drive Paul and I to La Paz. I



ON THE EDGE OF NOWHERE

eventually went his own way, with no ill feelings from the skipper, says Scott.

Taggerty was able to save most of the

knew that whatever I left I'd never see again, so I wanted to make that one load count. I spent most of the third day organizing what was going and what was staying.

"On the fourth day, we started carrying stuff from the beach to the truck. On one trip, I noticed the brass clock lying on the bed of the truck and thought "What is that doing out of the bucket?" As I put it back in, I noticed the barometer was gone.

"I started to get angry. I'd already given them line, the anchor chain, the windlass, and lots of other items. Now here they were diving into the buckets while we weren't looking. I was pissed and they knew it. Finally, El Chefe calmed me down and in a few minutes I had the barometer back. He never did any work, but I was glad he was there. He was very much in charge; it was his land that the fishing camp was on." From then on, no one took anything else.

"It wasn't until I was sitting in the truck that it really hit me," says Scott. "'This is it,' I thought. This is all I have to show for the last seven years." El Chefe brought out two six packs and drank beer the whole way to La Paz.

The photographic impression of depression.



Once in La Paz, fellow cruisers rallied to help Scott. He was able to store the pickup load, had plenty of boats to sleep on, and was even able to borrow a fellow cruiser's van to transport his gear home to California. Paul slept on different boats and

The campsite on the edge of nowhere. Originally they weren't sure if they were on a marshy offshore island or the Baja peninsula.

boat's electronics, as well as winches, sails, that clock and barometer, and some personal items. In addition to previously mentioned gear, El Chefe and his helpers got Scott Free's mast, boom, rigging, water tanks, galley, sinks, pumps, fishing gear, propane tank and most of the tools. In an ill-fated attempt by a La Paz boatyard to salvage the hull a few days later, Scott also found out the fishermen tried to get the Lister diesel engine by hacking the cockpit out. That attempt was also ill-fated. In the end, the relentless sand got the rest.

In retrospect, says Scott, he would do a couple of things differently now than he did then. He wouldn't spend so much time with the little personal things as he would getting the big things — food, sails, water, etc. — off as fast as possible. The other thing is "don't give them anything until the last day."

When he visited our offices in late June, Scott still seemed (and feels, he says) a bit disoriented. "I would have liked to have eased back into civilization a bit slower," he says. Though Scott Free was not insured, Taggerty remains optimistic that he will one day resume the lifestyle to which he's become accustomed.

"First I'll get a job; then I'll get a boat; and then I'll go back."

- latitude - jr



MAX EBB:

It's only a Friday Night Race," I thought to myself as I surveyed the motley crew that was assembling in my cockpit.

Just fifteen minutes ago, I had thought that I would probably sit this race out in the

counted the nine bodies already trying to keep from trampling all over each other on my boat.

... even if we tack clear, then the other boat will come back over and sit on our face all the way to the windward mark!"

yacht club bar because there were only two of us to race the boat. Now we were up to nine — and I normally race with only six.

Of course, I still had no idea how many of these people could sail. Aside from my one regular foredeck crew, all the others were friends-of-friends, half-remembered business acquaintances, distant relatives, or complete strangers. They had all wandered down to the marina in the off chance that someone would need crew for the Friday Night Race. And since I left work late and was one of the last to be ready to leave the dock, they all seemed to collect on my boat.

"You two can get the 150 on deck," I instructed. "It's the big yellow bag with a number one sewn on the side. The foredeck crew will show you how to attach it to the boat. And you can take off the sail cover — it just unfastens along the bottom." There were more blank faces staring at me. "And you can take off all the winch hats and instrument covers," I said to another novice.

"Should I set up a reaching sheet?" asked a strange voice from down below. "Sometimes the second leg of these races is a jib reach."

"Have you raced before?" I yelled down. "'Couple times," he said as he finished

getting into his foulies.

"Good. You're the crew boss. You're in charge of everything that goes on in the cockpit. And before we get to the starting line, I'd like you to have the tacking team organized, and also select one person to be foredeck assistant and send them up to the bow to work with my regular up there."

"No prob, skipper. By the way, have any of them sailed before?"

"Your guess is as good as mine."

"I see," he said thoughtfully. "Oh well, it's only a Friday Night Race."

I started the engine, and was about to cast off the last of the dock lines when a familiar figure came running down the dock at full speed.

"Max!" she yelled. "Have room for one

It was Lee Helm, of course. Once again I

"Of course, Lee. After all," it's only a Friday Night Race."

"Great!" she said as she threw her duffel bag on board. "My class ran late today, and like the boat I was supposed to sail on is already out of the harbor!"

She was out of breath from running down the dock.

"Can I do your foredeck, Max?" she asked.

"That's taken care of. I need you to trim main."

A few minutes later we were motoring out of the marina. The jib was ready to hoist, and the newly appointed crew boss had the main up and was assigning jobs in the cockpit. Lee was down below getting suited up

"Just three minutes to our warning gun," I yelled down. We're cutting it close."

"Be ready in a minute, Max," she answered. "I mean, it's only a Friday Night

Race."

We raised the jib, cut the motor, and fell away on starboard tack.

"Does everyone on board know how to swim?" I asked. No response. "Okay," I said. "If you all fall overboard, who should I pick up first?"

"Me," volunteered two of the crew, raising their hands. "We can swim, but it's been a long time since . . ."

"That's all I need to know," I said, and I sent them below to get life jackets.

"The jackets will help keep you warm, too," added the crew boss.

Lee wasn't on deck until a minute after the warning gun, but it was just as well because we were all engaged in a lively debate over which way was "clockwise" and which way was "counter-clockwise". We finally got that sorted out, sailed by the committee boat to get the course signals (we usually forget), and started our Casios counting down on the preparatory gun.

I threaded my boat through the densely packed fleet of starters. The first-time racers on board nervously looked about in every direction, no doubt searching for a route to jump clear of the wreckage from the imminent crash, or maybe for a friendly power-

"Friday night's allright for fightin" --- but only with sailboats, of course!



IT'S ONLY A FRIDAY NIGHT RACE

"Now crack off and foot for it, Max! It's working!"

"Why? I can force them to tack away."

boat that could whisk them away to safety. No such luck. Despite my best efforts to make a conservative start, we wound up right in the thick of it at the favored leeward end, with everybody yelling at everybody else, and two boats over early.

"Not bad," remarked Lee when the smoke cleared. "Except that we were almost a whole length down from the line at the gun, and there's one boat on our wind."

"Don't worry, Lee. It's only a Friday Night Race."

"Are we racing yet?" asked one of the less experienced racers.

A sloppy tack onto port put us in clear air, and sailing towards what we hoped would be the favored side of the course.

"See that starboard tacker to leeward, Max?"

I looked under the jib just enough to get a glimpse of the port bow of my arch rival in the series. They rate the same, and we had been boat-for-boat all summer.

"Can we cross?"

"Looks like we have to duck," said the crew boss.

"Remember to duck early," advised Lee, "and be back on the wind when we cross their stern."

But after we crossed, there was more trou-





Dueling in the sunset, sometimes it's more fun than high noon.

ble coming. A larger boat, also on starboard, also too far ahead for us to cross.

"It looks like they're getting set up to tack on us," observed the crew boss.

"Let's tack back and cover our competition," I said. "Ready about!"

"No way, Max!" shouted Lee. "Let's leebow them instead. I mean, we'll be totally out of it if we don't go for the favored side."

"But if they tack on our wind, Lee, it's all over. And even if we tack clear, then the other boat will come back over and sit on our face all the way to the windward mark!"

"Sit on our face?" repeated one of the novice crew.

"Technical jargon, you know," explained her companion on the rail.

By this time it was almost too late to tack, and even though our tacking team was getting more professional looking with each tack, they still had a long, long way to go.

"Okay, Lee," I said. "We'll try it. After all, it's only a Friday Night Race."

So we held on port tack. The bigger boat tacked as predicted, but lost enough distance in the tack so that we were still in clear air when their tack was complete.

"Now what, Lee? When they come up to speed, they'll drive over us."

"Just watch your driving, Max. And sail a little on the pinchy side to lift up into the good stuff. We'll just suck up underneath them."

"More technical jargon?" asked the woman on the rail.

The other crew nodded.

We would be able to squeeze them out with no problem.

"We don't want them to tack away. This is really fast."

I wanted to pinch them out, but Lee had already eased the sheets an inch, so I had to do it her way. We held position, with our bow about half a length in front of the bigger boat's, and about half a length to leeward.

"I don't like this, Lee. We could be locked in here all the way to the lay line."

"What does that boat rate?" asked the crew boss.

I didn't remember exactly, but I knew that it rated and sailed measureably faster than us.

"Then either we're making him go slower, or he's making us go faster."

Meanwhile, our serious competition, the first boat we had ducked, was back on port tack and also going for what I was now certain was the favored side of the course. But after a few more minutes, it was obvious that they were dropping back ever so slowly.

* "You really think this lee bow is giving us a boost?" asked the crew boss.

"For sure," insisted Lee.

The larger boat took us all the way to the lay line, so we ended up overstanding just a bit for clear air. Actually it was just as well, because we could top the pole very early and not have to worry about any extra tacks. And we got to the mark a good sixty seconds ahead of the boat that mattered. Our set was tolerable — what with my regular foredeck, Lee, and the new crew boss pulling the strings. We finished in excellent position.

MAX EBB:

Beat the boats near us, although I was sure that the little boats would correct out way ahead. They usually do.

kay, Lee," I said as we flaked the mainsail on the boom. "Wasn't it really just the fact that we were the farthest boat on the right side of the course that put us in front at the mark?"

"The theory says we should get lifted and accelerated flow in the safe leeward position. Sure seems like it speeds us up, if you ask me."

"But how can the effect reach out in front of the rig? I can understand how the boat behind gets headed and slowed down by the wind deflected of our sails . . ."

"Remember that frictionless flow is Undisturbed reversible, Max."

This was one of those facts that I wasn't even aware that I had forgotten. "So?" I asked cautiously.

"If you ignore viscosity and three-dimensional effects, the upwash — that is the lifted wind that extends ahead of a rig — is equal and opposite to the downwash, or the headed wind that trails behind the rig. I'll show you some diagrams when we're back up at the club."

We finished putting the boat away, and the rest of my crew, some of whom were delighted to be back on dry land, thanked me for the ride. Most of them accepted my offer for a round of drinks up at the yacht club bar. Great, at last I'd have a chance to learn their names. (Some of them were quick learners, and I saw potential for next season.)

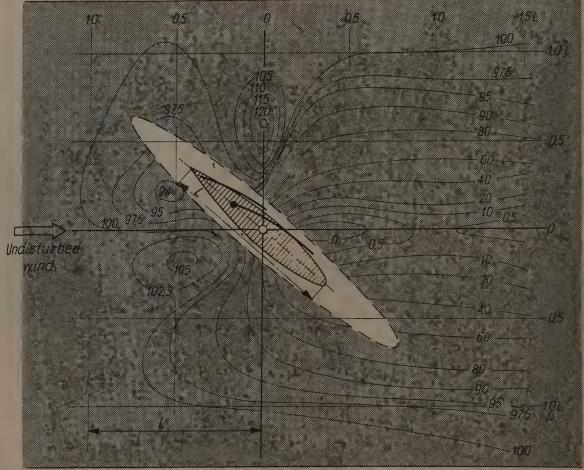
Once we had established our places in the bar and had warm drinks in our hands, the newly initiated crew seemed to have a much more positive attitude.

"This is really the best part of the race," remarked the crew boss.

It turned out that my "crew boss" was really something of a ringer. He had sailed in two Clipper Cups, a TransAtlantic, and even one leg of a 'Round the World. Not bad for a last minute pickup. Then Lee pulled some sheets of paper out of her backpack.

"Like, this is what's really going on with safe leeward, Max," she said as she spread out two diagrams in front of me. One of these charts comes from Tony Marchaj's Sailing Theory and Practice, and the other is from Andrew Hammitt's Technical Yacht Design. They both show exactly what the wind field does around a sailboat's rig."

I studied the diagrams for a minute. "If I read this correctly, there should be a 20% gain possible."



"Exactly" what the 'windfield' does around a sailboat's rig. From Andrew Hammitt's book named 'Technical Yacht Design'.

"That's right, Max. But I wouldn't take those numbers too literally. The other chart shows as much as an 8° lift, and 33% wind speed increase!"

"The problem is getting in that close, without the other boat tacking away," said the crew boss.

"Well, it might have worked today," I conceded. "We didn't win, but we beat the boat we really had to beat."

"You never know, Max. I hear the wind really shut off after we were in. Those little boats might not get us after all."

One of the new crew had a question: "But how can we get beaten by boats that finished way behind us?"

A fair enough question. We spent the next half hour explaining the intricacies of handicap racing.

Finally the Race Committee Chair emerged from the computer room, trophy in hand.

And it was a real beauty. Two feet high, genuine metallic covered plastic, with eagles,

wreathes, and corinthian columns supporting an elaborate pedestal. On the pedestal was a gold-colored baseball player poised to swing. The inscription read "Springfield County, B league, Second Place."

"Now I know how they run this series with no entry fee," I said.

"Forget it, Max," said Lee. "I want that trophy!"

To my utter amazement, the big boat we had lee-bowed was announced in third place, a Santana 22 was second, and yes — we had done it. I pointed to the ridiculous trophy. "It's yours, Lee."

But the most fun was to follow. We picked up the trophy, got a copy of the race results, collected the whole crew, and went off to find the crew of the other boat that I had wanted so much to beat. It would be the kind of thoroughly obnoxious behavior that's only acceptable among very good friends.

We intercepted them at the door of the yacht club.

"Look what we won," I taunted.

Lee told them what the winning margin had been, while the crew boss bragged about our brilliant windward leg.

"Aw come on, Max," said my friend. "It's only a Friday Night Race."

- max ebb



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OVERBOARD -

Something. It behaves us to listen.

During the month of July, five different



Al Soboleski, glad to be back sailing with his family, after falling off 'Clipper' in the Catalina Race.

Northern California sailors went overboard in the ocean. Four of them were racing on ultralight boats; all were rescued. The fifth, a woman on an ocean pleasure sail with her husband, was lost.

Married for 35 years, Bill and Betty Teller had been living on their 42-ft boat near Redwood City's Sequoia YC for the past 18 months. On July 3, they were returning from a cruise to Drake's Bay when Betty went overboard during strong winds and high seas near the Farallon Islands. Betty's body was never recovered. May she rest in peace.

Bill Teller advised us he'll be willing to share the details of the incident after he finishes dealing with the Coast Guard. We hope to present that information to you when he feels comfortable discussing it.

It was just one day later that the first two racers went overboard. In fact, the two went overboard together.

Sailmaker David Hodges of Santa Cruz was balanced on the weather rail of the stern cockpit of the ultralight Foley 32, *Third Reef*, during July 4th's Boreas Race from San Francisco to Moss Landing, when the boat rounded down hard doing 19 knots off Davenport. With the high side of the boat suddenly becoming the low side and beneath the surface, water pressure forced helmsman Jeff Psuda back into Hodges, and the two went overboard together.

"I'd been in that position before, but never that far from the boat," Hodges said. "It was like rolling out of a Laser," he laughingly added.

He and Psuda were about 150 yards upwind of the boat before their crewmates were able to get the chute down in the 25 knot winds. The crew returned for their mates under mainsail alone.

Wearing a full suit of foulies, Psuda got waterlogged right away. Hodges, wearing only swimming trucks, had no trouble staying above the surface. "When the boat came back we all worked to get Jeff back onboard. I started to steer right away," said Hodges. Ever the competitor, Hodges notes they

Ever the competitor, Hodges notes they soon had another chute up and had probably lost no more than five minutes. "We still finished first by nearly half an hour," he smiled.

But clearly it was no laughing matter, even for a very experienced and hard-charging racer like Hodges. He analyzed the potential tragedy this way:

"There was no real excuse for it. It was just brain fade. The boat's really stable and that was the only time we crashed during the race. I was never really scared, but it is the sort of thing that makes you stop and think. I sailed the Catalina Race two days later and I sailed pretty conservatively."

In was in the San Francisco to Catalina Race that started on July 7 that Al Soboleski went overboard from *Clipper*, an Olson 40.

The boat had been surfing at 19.5 knots when she rounded up, recovered, and rounded down. It was when the boat rounded down that Soboleski went over.

"I can't remember everything because it happened so fast," he said. "I had just relaxed from the round up when the deck went vertical and I fell straight down. I bounced off another crewmember who was underwater at the time."

When Soboleski realized he was in the water and the boat was speeding away, his focus quickly shifted from racing to survival. Forty miles from shore, darkness just an hour away, big seas, the water temperature in the 50's — he knew it wasn't the ideal situation for a rescue.

"They'd thrown me the horseshoe buoy and man overboard pole, but when I saw they were having trouble getting the chute down, I thought, 'Oh shit, I've got another



FIVE IN JULY

15 or 20 minutes out here'. It was interesting because I wasn't afraid, but I can tell you there's no such thing as an atheist floating out there in the water. I figured I'd better make the best of the situation. I had just taken a Loran reading, so I knew exactly where we were. I started calculating how long it would take a helicopter to reach me from the Coast Guard base in Monterey."

In his opinion, the fact that he was wearing a float coat may have saved his life. Although a strong swimmer, his clothes slowed him down, and he had trouble reaching the man overboard pole.

Indeed, he was still swimming for the pole when *Clipper* got back to him some 20 minutes after he'd gone overboard. It took four crewman to haul him back aboard the

With light boats capable of warp surfing speeds, is the current man-overboard gear adequate?

boat. He was shaking, one of the first signs of hypothermia. Wisely, he was put into a sleeping bag. The crew tried to give him hot soup, but he'd swallowed too much seawater and couldn't eat.

Soboleski waited until he saw his wife at the airport to tell her why "it had been such an exciting trip". She said that a few weeks before she had a nightmare that she was a widow. We're delighted that's one dream that hasn't come true.

he fifth person overboard in the month was one of *Merlin*'s crew, who fell off the sled at 1505 on July 9, 385 miles away from the TransPac finish line at Diamond Head. *Merlin*, you probably know, took first-to-finish honors in the race.

By agreement of the entire crew, the individual's name is not being released. When awarded the Seamanship Trophy at the TransPac, the crew was asked which of them went overboard. They all raised their hands.

According to sailing master Skip Stevely's letter to TransPac Commodore James Eddy, Mr. X was standing directly behind the helmsman when the driver — in a move that's done thousands of times a TransPac on all ultralights — jerked the wheel to try and catch a little wave. Because the center of inertia is far more in the center of ultralights than the ends, such jerks can laterally move the ends of such boats several feet in a split second. Apparently that's what happened, as M. X "went over the high side, not even hitting the 24-inch high lifelines".

Fortunately, he was seen going overboard by a crewmate coming out the companion-way, who shouted for the emergency round-up. At the time *Merlin* was doing 12 to 15 knots, reaching with a 1.5 chute and staysail in about 20 knots of wind. Seas were moderate. The helmsman put the boat down, the sheets were immediately released, and with Mr. X in the water only 30 or so feet away, it initially looked like he would quickly be able to swim back to the boat.

But according to Stevely, it took no more than ten seconds for the crew to realize that even a de-powered, laid over *Merlin* was drifting to leeward faster than Mr. X could swim. Stevely estimated the leeward drift to be five knots. So the man overboard gear was deployed and the standard TransPac heaving line was thrown. Because *Merlin* was no longer moving forward through the water, the man overboard gear didn't deploy very effectively. The lightweight heaving line was "worthless" when tossed into 20 knots of wind.

Normal procedure on Merlin called for the halyard to be cut, but the knife was missing from its holder on the mast. When released by hand, the halyard got snagged after about 50 feet. A knife was brought up from the

current manoverboard gear . . . may not be adequate . . .

galley and the halyard cut, then the guy was released. Meanwhile the staysail had been dropped.

As so often happens in crisis situations, things go from bad to worse. The spinnaker got snagged on the keel and rudder, and it was almost four minutes before the furiously working crew — at the time they were so



FIVE IN JULY

focused that only three of the eight knew who had gone over — got the chute aboard. By that time their blood pressure had soared, for Mr. X was now about 400 feet behind them.

In the beginning it had been easy for the designated spotter to see Mr. X. But as he'd fallen farther back he'd disappear between swells. Then he'd disappear for a couple of swells.

But with the gear cleared away, Merlin returned to her missing crewmember under main, luffing to a stop about 15 feet to leeward of him. One of the crew, lying down on deck with his armpit around a stanchion, was able to lock wrists with Mr. X and pull him aboard. It had been eight minutes since he'd gone in; 10 minutes later they had a chute up and were bound for line honors in Honolulu.

Stevely, who had been on Zamazaan in 1981 when she lost a crewman overboard off Conception for 20 minutes, believed that the Merlin crew did just about everything correctly.

✓ they immediately stopped the boat by rounding up.

they got the appropriate crewmembers doing the key jobs. (In the Zamažaan incident, Stevely, the experienced foredeck man who could clear the chute and gear away, had been the spotter, while crew unaccustomed to working the foredeck lost valuable time inefficiently clearly the foredeck).

✓ spotter's were immediately assigned, compass bearings were taken, the SatNav position was noted, etc.

S tevely attributed the accident to complacency. The entire crew was "on top of the world" because it looked like they had a shot at the race, Honolulu was less than two days away, everyone had gotten their sea legs, everyone had become used to moving around the boat without using handholds.

The big lesson the *Merlin* crew learned was that in anything except the easiest of conditions, the entire spinnaker should be cut away immediately. The halyard, the sheets and the guys. The crewmember would then be retrieved, then if possible the spinnaker recovered.

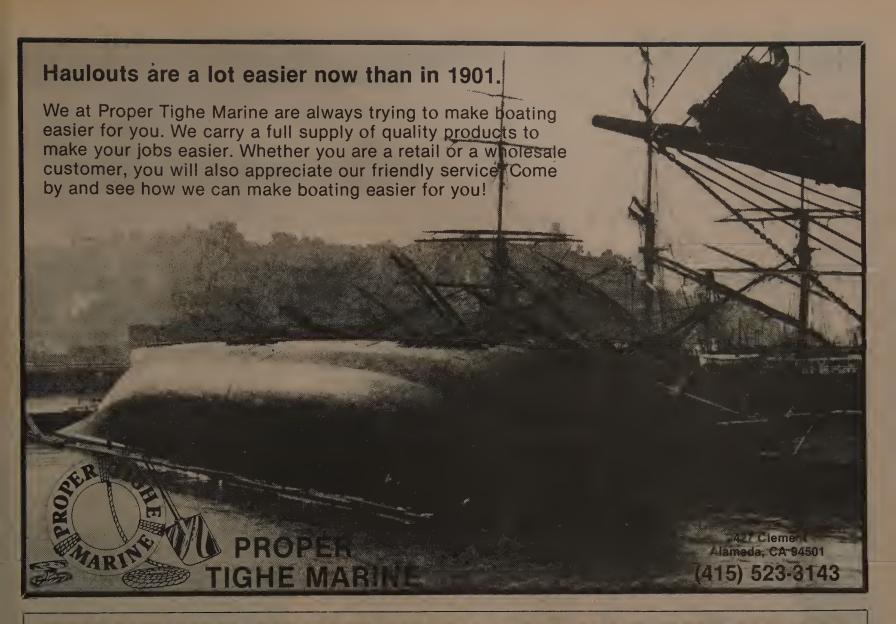
Had the conditions been any worse — windier, larger seas, at night, etc — the result could have been tragic.

As for the current man overboard gear, it may not be adequate for sleds and ultralights, which surf so quickly and drift to leeward so fast. A floating polypro line, with a heavy monkey's fist at the end, perhaps capable of being catapulted, might be worthy of consideration. Stevely believes such an item would have enabled Mr. X to have been recovered almost immediately as opposed to eight terrified minutes later.

Folks, please don't ignore the lessons these folks have learned. Light or heavy boat, slow or fast, don't get complacent. Wear float coats or vests. Practice man overboard drills. Have fun, celebrate being alive, but do be careful.

latitude





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ANNOUNCES

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			SAIL	
Lngth	Ýr.	Hull	Make /	Price
46		Wood		75,000
43'		Wood		50,000
40'		Wood	Biock Island	50,000
36'		Glass	Islander	40,000
36'		Wood	Souter/Owens Rcr	49,900
33'		Glass	Pearson	18,000
30'		Glass	Columbia	18,500
28'		Glass	Pearson/Triton	14,000
26'		Glass	Columbia	5,200
25'		Glass	Catalina	10,000
25'		Glass	MacGregor & T	8,000
24'		Glass	Venture & T	4,000
24	14	Giass	V CIII CO I	1,000
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			SAIL	
Lngth	Yr	Hull	Make	Price
23'	'74	Glass	Aquarius & T	5,000
22'	74'	Glass	Catalina	4,500
21'	'74	Glass	Victory	1,500
20'	'68	Glass	Newport	2,500
19'	'63	Glass	Oday Mariner & T	1,500
20'	'80	Glass	Toranado Catamaran	2,000
16'	'76	Glass	Parker 505 & T	3,500
16'	'76	Glass	Parker 505 & T	3,500
16'	'76	Glass ·	Contender & T	2,000
ľ			POWER	
33'	'60		Trojan, Twn DSL	14,000
19'	'76	Glass	Spectra	8,000
			OTHER	
18'	'77	Wood	Rowing Dory	1,500

This month we have reports from the Midnight Moonlight Madness Race, the Lipton Series, the San Francisco Perpetual Trophy Series, the Silver Eagle Race, the Boreas Race, the upcoming Speedsailing Series on San Francisco Bay, the Windjammers Race, the Treasure Island Race, the Trans-Tahoe Race, the Ocean-Vallejo Race, and much more.

Midnight Moonlight Madness

Bruce Block brought a festive note to the San Francisco YC's Midnight Moonlight Madness race July 11. Bruce got married the afternoon of the race and brought the whole 25-member wedding party to the race on board his Islander 36 *Blockbuster*.



Hal Nelson celebrates Oakland-Catailna Race line win. He was also first to finish Silver Eagle and Ocean-Vallejo Races.

"The bride was in her wedding dress and they had 25 people in the cockpit. It was quite a sight," said race chairman Bob Christensen. "The committee boat saluted them by popping champagne corks."

Block flew his chute down Raccoon Strait, then dropped out of the race, probably not wanting to spend all night sailing to the Carquinez Bridge and back on his wedding night, especially with the wedding party along for the ride. The 22 finishers didn't get in until between 2 and 3 a.m. the next day.

The MMM race is at least 25 or 30 years old, according to Christensen, and has

evolved into a low-pressure event more to practice nighttime sailing skills than to accumulate points. "It's sort of a party race," he said. PHRF ratings are used, and if a boat doesn't have one, the race committee will guestimate one.

The fleet started in reverse PHRF order (slowest boats first) beginning at 6 p.m. off Pt. Knox. The course is simple: up Raccoon Strait to the Carquinez Bridge and back, a total of 35 miles, with the finish off the Corinthian YC.

The two top boats, Chimo and Blitz, were the last two boats to start. Everybody finished within an hour or so, between 2:10 and 3:14 a.m., so Christensen gave the rating system good marks.

The results:

1) Chimo, Nelson-Marek 41, Chuck Winton; 2) Blitz, Express 37, George Neill; 3) ESS, J/29, Mark Roos; 4) Blazer, J/29, Mike Lambert; 5) Misfit, Islander 36, Tim Stapleton.

Lipton Series

Dark Horse, a custom one-ton representing the Richmond YC in the Big Lipton series, had a four-minute lead around the mark at Presidio Shoal July 11. It looked like a sure win, until a crew member said, "Wait a minute . . . We took that one on the wrong side." So they went back and rounded it the right way. And lost.

Irv Loube's Coyote, representing the St. Francis YC, won the series. Skedaddle, driven by owner Ray Pingree, finished second for the San Francisco YC. Dark Horse finished third, out of three boats.

The Lipton Series is named for Sir Thomas Lipton, who challenged for the America's Cup five times — unsuccessfully. It was Lipton who coined the cup's nickname, "Auld Mug". The Lipton Trophy series began in 1934 as a race between yacht clubs under the Pacific Inter-Club Yacht Association. Each club may enter one boat in each division and the boat has to be crewed by members of the club.

In its present form, the Lipton series has four divisions: the Big Lipton for IOR boats,

the Little Lipton raced under the One Design Classes Association (currently in Cal 20s), the Larry Knight Series is raced under PHRF rules, and the Chispa series is raced in dinghies, currently El Toros.

The Chispa series is named for one of the

'Bydand', Max Gordon's Baltic 42, reaches for Richmond Bridge in Silver Eagle Race.



RACING SHEET

first boats to race under the sponsorship of the PICYA. Larry Knight was editor of the Yachting Year Book for many years.

This year there were only eight boats each in the Big Lipton and Little Lipton and three in the Larry Knight race. Series coordinator Diane Chute said some changes may be made in next year's series to attract more boats.

The winners this year:

BIG LIPTON — 1) Coyote, Beneteau one-ton, Irv Loube, St. Francis YC; 2) Skedaddie, one-ton, Ray Pingree, San Francisco YC; 3) Dark Horse, one-ton, Don Horn, Richmond YC.

LITTLE LIPTON — 1) Orange Crate, Golden Gate YC; 2) Aolele VI, San Francisco YC; 3) Humbug, Richmond YC.

LARRY KNIGHT — 1) Friction Factor, Richmond YC; 2) Wave Train, St. Francis YC; 3) The Shadow, San Francisco YC.

CHISPA SERIES — 1) Dennis Silva, Richmond YC; 2) George Martin, Encinal YC; 3) Jon Perkins, San Francisco YC.

San Francisco Perpetual Trophy

As High Risk approached the starting line to take on Roler for the San Francisco Perpetual Challenge Trophy off Newport, the crew decided the boat needed some extra weight. Anticipating light wind, High Risk had removed some lead from the keel and made the mainsail bigger. But the wind had picked up to 12 knots and helmsman Paul Cayard looked to the people aboard the tender for help.

George Sayre, commodore of the St. Francis YC, came aboard to lend a hand — and his 240 pounds of ballast. "It was a brilliant call by Cayard and the crew," said High Risk's owner, Jim Mizell of Sacramento. "After the start they were flogging their main while we were carrying our No. 1 with ease, with George on the rail."

Cayard let Sayre drive across the line as *High Risk* finished 4:15 ahead of *Roler*, representing Balboa YC, to return the trophy to San Francisco. Sayre said he was "happy to have won the cup back," but then gave due credit to Cayard, "who drove the other 95 percent of the race." The race was over a 16.5-mile triangular Olympic course.

The Perpetual Trophy is the Bay's oldest sailing prize, dating back to 1895, when *El-Sueno* of Encinal YC defeated *Queen* of the San Francisco YC. Over the years the cup has been won by Southern California clubs 16 times. In 1985 and 1986 the Balboa YC defeated St. Francis boats to keep the cup.

Mill Valley's Bob Smith designed High Risk. She's 43 feet long and has an IOR rating of 33.3. Roler, designed by Alan Andrews, is 32 feet long and rates 32.7. It was the third meeting between the two boats. In the 1986 Long Beach Race Week High Risk won, but in last year's Big Boat Series High Risk caught some seaweed on her prop in the last race and Roler cruised on by.

Smith said *High Risk*'s "a faster boat, but Cayard made it faster." He said Cayard put on a wetsuit and went overboard to make sure the bottom was clean before the race, then got some sandpaper and worked on it when he didn't think it was smooth enough.

"Paul started better, tacked better, in every area he was a little better," Smith said.

Silver Eagle Race

"Big Macs," becoming the boats to beat for line honors, finished first and second in the July 18 Silver Eagle Race just seconds ahead to shore. The shortest distance between two points is a straight line. We probably sailed two or three miles less than they did."

This was the 11th running of the Silver



Action at Crissy mark during U.S. World Cup series on San Francisco Bay.

of the two fastest trimarans.

Alameda's Hal Nelson, in his second big win in a month, drove his MacGregor 65 Zeus over the 80-mile course in 19:36:45, besting the other MacGregor 65, Aahs, by 2:02. Nelson also took first-to-finish in the Oakland-Catalina Race. David Vickland's Nonsuch 36 Fast Lucy corrected out first overall and first in Division III. Zeus and Ahhs corrected out to 11th and 5th in their division, respectively.

Vickland wasn't too surprised that he corrected out ahead of the 65-foot speedsters, Santa Cruz 50s and other hot boats with his cat-rigged Nonsuch, which is not usually considered a racing boat. He corrected out first in the '83 and '84 races, too.

He contributed his success to basic strategy, such as sailing in a straight line on the Silver Eagle's long reaches, plus what he calls the fatigue factor. He said because it takes only two or three people to handle his boat's wishbone rig, the rest of the crew relaxed, ate sandwiches and drank beer. That way there were always fresh replacements and nobody got tired.

"We used simple strategy," he said. "We sailed in a straight line between Blossom Rock and No. 8 in the South Bay, then in a straight line again between 8 and the Richmond Bridge. We picked up 15 minutes or so on the rest of the fleet, which sailed closer

Eagle, started in honor of the nation's Bicentennial by the Island YC. The course is mostly within the Bay, starting at the St. Francis YC, rounding Pt. Bonita and Blossom Rock before heading south to the San Mateo Bridge and north to Vallejo before finishing back at the St. Francis. Some of the slower boats got in after 1 a.m.

This year's race attracted 70 boats to the starting line, and all but three finished. One of the dropouts loosened a rudder support in the brisk wind, but nobody reported serious damage.

Since the race charter doesn't allow multihulls to win the trophy, the Bay Area Multihull Association donated a trophy several years ago for the first boat to finish. In most races the multihulls would be a cinch to take it, but the Big Macs edged out the tris this time.

The preliminary results:

DIVISION I — 1) Tramp, Farr 10/20, James Dumas; 2) Petard, Farr 36, Kelth Buck; 3) Hotlicks, Hobie 33, John Walker.

DIVISION II — 1) Alert, Wylle 36, Mlke Lingsch; 2) Windwalker, Islander 36, Strain/Borton/Shoenh; 3) Buba, J/30, Ed Milano.

DIVISION III — 1) Fast Lucy, Nonsuch 36, Dave Vickland; 2) 20/20, Cal 29, Phil Gardner; 3) Pussy Footin, Cal 34, Dick Horn.

DIVISION IV — 1) Gust Buster, Santana 22, John Orfali; 2) Dulcinea, Killer Whale, Mathiasen/ Pritchard; 3) Tango II, Ericson 27, Terry Owen.

BAY AREA MILITIBULE ASSOCIATION — 1)

BAY AREA MULTIHULL ASSOCIATION — 1) Deflance, trimaran, Bill Mandru; 2) Sundowner, trimaran, Joe Therriault; 3) Tainul, Multi 40, Peter Hogg

OVERALL - 1) Fast Lucy, Nonsuch 36, David

Vickland; 2) Gust Buster, Santana 22, John Orfali; 3) Alert, Wylle 36, Mike Lingsch.

Speedsailing

The U.S. Speedsailing Championship Series started in Long Beach June 20 and will continue in Boston and Newport before hitting San Francisco Bay in September. Speedsailing is boat-for-boat racing (no handicap) held on courses close to shore to attract spectators and TV megabucks.

When ESPN made the America's Cup series look interesting on the tube, dollar signs danced in the heads of TV producers all over America. Gran prix-style racing is big business in Europe, and it may soon be here, too.

If you want to check it out for yourself, the San Francisco race is scheduled September 26. The course hasn't been set yet and race

Steve Shilder will bring his big cat 'Wind Warrior' to Speedsailing series on the Bay September 26.



RACING SHEET

organizers aren't sure which boats will compete, but spectators on land should be able to see the big catamarans, tris and a few monohulls in action from Pier 39.

In the Long Beach race held June 20, Olympic medalist Randy Smyth drove the 62-ft catamaran Lonpre Automotive to victory three seconds ahead of Rudy Choy in another 62-ft cat Aikane X-5. Twenty-four boats competed in a 20-mile race in Long Beach Harbor with winds in the 12-15 knot range. The fastest monohull was the 84-ft Christine, which finished eighth.

A tape of the race will be reshown on the cable Prime Ticket network August 9. As if to clarify TV's importance in this, there was a general recall of the Long Beach race because the camera boat wasn't ready.

Boreas Race

Two people fell overboard off Third Reef during the 36th annual Boreas Race July 4, but after going back and pulling them out of the water the boat was still able to finish ahead of everybody else.

It was *Third Reef's* second overall win in a row in the 80-mile run from San Francisco Bay down to Moss Landing sponsored by the Elkhorn YC. *Third Reef*, a custom ultralight Foley 32 took first in class last year and third in class this year. Twenty-six boats started the race, and everybody finished.

Boreas started as two races, one for sailors and the other a predicted-log race for power-boats. Over the years the powerboat race was dropped. The race has become traditional favorite, with a party waiting in Moss Landing for the tired finishers and a brunch at the club the next morning before the sail back to the Bay.

Several years ago during a long wait for the stragglers, the race committee devised a "trophy" out of a beer can and a shotgun shell for the last boat to finish. The "winner" brought the trophy back the next year mounted on a stand, and it has been presented to last-place boats ever since.
The results:

CLASS A-1 — 1) Opus, Express 27, Joshua Lindsay; 2) Scarlett, Moore 24, Allen La Flin; 3) Third Reef, Foley 32, Tim Carstein.

CLASS B-2 — 1) Kopasatic, Multi, Chuck O'Conner

CLASS B-1 — 1) Wild Goose, Nordic 40, Jim & Sue Corenman; 2) Peterbuilt, Peterson 34, Dan Matrangas; 3) Meltemi Too, Cal 35, Bill Jonas.

Sailing For Dollars

Ultralight sleds and One-Tons are being invited to **Yachting Pro/Am**, a new professional, big-money race in Long Beach scheduled next April 11-17.

Prize money will range up to \$340,000, depending on the number of entries. It will cost \$20,000 to enter the big sleds (rating 70.0 IOR) and \$15,000 for each One-Ton.

According to organizer Bruce Gollison, the series is designed to "bring the sport of sailing into line with other sports where the professionals as well as serious sailors will have an arena to compete on the highest level — for prize money."

Gollison, producer of Sobstad Race Week, isn't the only one trying to introduce European-style, large-scale sponsored racing in the United States. A Texas group is promoting what they call The Ultimate Yacht Race, offering \$1 million for "the fastest 30-foot monohull in the world." Entry fee is \$20,000 per boat. Prize money is also being offered by the Pacific 1000 catamaran race up California coast and the Master of the Bay Tournament on Chesapeake Bay.

The World Cup of Speedsailing tour will stop in San Francisco Bay September 26, with \$25,000 in prize money to be distributed to overall tour winners. There will be a conference the following day on how to set up a Formula 40 class on the Bay for big European-style catamaran racing for money.

Big money is also soaking into sailboat racing by way of sponsorship. The United States Yacht Racing Union has changed Rule 26, which used to limit sponsorship and advertising. The USYRU has set up three categories of regattas, one allowing unrestricted prize money, sponsorship and advertising.

The success of ESPN's coverage of the America's Cup has interested TV advertisers in sailing. Gollison says the key to drawing a



TV audience is to bill a race as an "event" and a contest between "stars." "People understand a guy in a boat wins," Gollison said. "They don't care about tactics and wind shifts. Names will attract TV. People like John Bertrand, Jimmy Conner and Tom Blackaller."

In Europe hundreds of thousands of people turn out for big sailing events. There's daily coverage on TV. Top sailors are bigger celebrities than actors or singers. The World Cup of Boardsailing tour drew a thin smattering of spectators in the Bay Area, but was expected to attract a quarter million (!) in Amsterdam.

Will sailing ever become a huge spectator sport in the United States with coverage on TV and big prize money? We used to think there was no way, but there seems to be a lot of new interest in it, and, with the right combination of racers, boats and coverage, who knows?

There are some big differences between European sports and media and the situation in the United States. Limits on European TV commercials make it more attractive for corporations to put their logos on hulls and sails, where they will get wide exposure on TV. There are fewer ad restrictions here. In Europe the close proximity of countries promote international rivalry. Here our closest sailing rival is Canada, and it's hard to get people worked up about beating Canada at anything, except maybe ice hockey. In France, sailor Eric Tabarly has received top ranking in public opinion polls, above any other French athlete. Not even Popeye could hope for that kind of popularity in the U.S.

It also seems there are a lot more things to do with leisure time in the United States — especially in California. Obviously San Franciscans had more important things to do than come to Crissy Field to watch windsurfers, even if they were the best windsurfers on the planet.

If professional sailing booms in the U.S., does that mean amateur racing will go the way of cotton sails? Gollison says no, it just means there will be two kinds of racing instead of one. "I think the sport has got to be divided," he said. "Guys who want to be pro sailors and win some bucks will do one kind of race, and there will still be lots of other races for amateurs."

Long Beach-Cabo Race

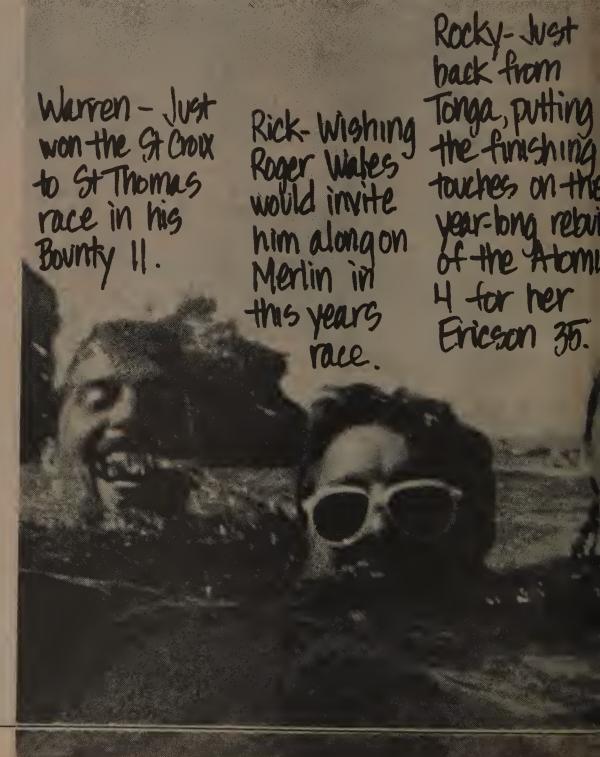
With the Long Beach YC's Cabo Race coming up on November 13-14, we were reminded of a couple we've done in the past and the crews we've sailed with.

The accompanying photo shows what our 1983 crew is up to now. The picture was taken in the warm waters of Cabo San Lucas, land of uncrowded beaches and gentle winds.

If it's possible for you to do the race this year, we'd highly recommend it.

More on Coyote Weight

Our July story on Long Beach Race Week reported some *Skedaddle* crewmembers complained that *Coyote*'s crew looked too heavy for the boat's 1,889-pound limit. Nothing came of the complaint. *Coyote* won Class D honors and *Skedaddle* took second.



RACING SHEET

Both are rated 1-Tons.

The following is *Coyote* owner Irv Loube's response to the weight complaint and our story.

Latitude:

I would think that the following reply to the information given by Ray Pingree to Latitude in regard to the racing between Skedaddle and Coyote in the Long Beach Race Week Regatta should receive equally prominent space and consideration in your next issue.

I am accustomed to having losers throw innuendoes of cheating at me as an excuse for losing, but Ray Pingree and others in the *Skedaddle* crew should be reminded of the rules of fair sailing and sportsmanship which they undertake to follow in sailboat racing. They found a writer to print their unfounded and false aspersions and, unfortunately, it

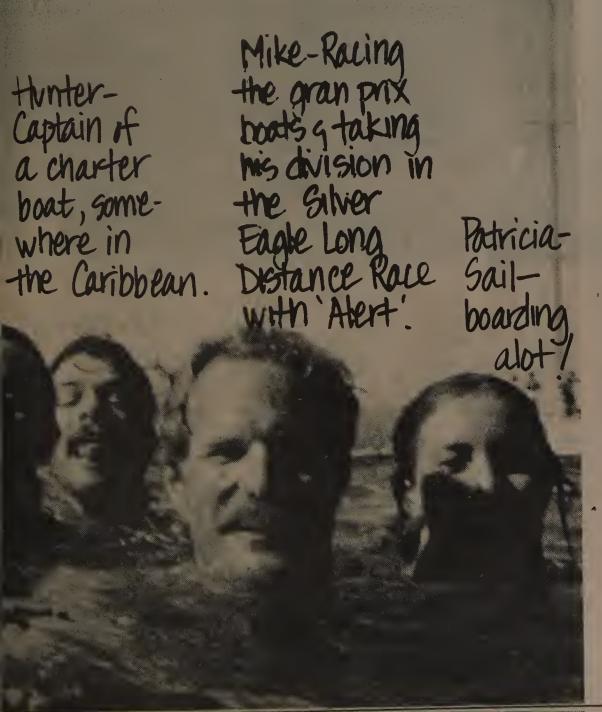
appeared in your fine publication. Pingree, et al, have shown that they cannot lose gracefully, and *Latitude* should not have participated in giving it any credence. A call to me would have revealed the following:

1. Coyote was inspected the first day of the regatta. The Inspection Committee chairman, in accordance with the advice of USYRU, observed the crew of Coyote and decided that he did not have to weight us, since, in his judgment, the crew averaged 185 pounds and was within the weight limit allocated to Coyote. Nobody forgot the scale! There was no request that we be weighed.

2. Coyote had planned to sail with 11 in crew prior to receiving the Race Instructions a day before the start of the regatta. Our discussion of the fact we were over the weight limit with 11 crew members probably got back to *Skedaddle*. The matter was solved by Dave Wilkie (200 pounds) when he volunteered to sail with Don Trask to enable us to meet the weight limit.

3. The remaining 10 crew members announced their weights at a crew meeting in the cockpit of Coyote, and I felt confident before the first race that we were within the weight limit. As far as I know, Skedaddle, Pendragon and other boats judged their weight in the same manner. Obviously, the chairman of the Inspection Committee arrived at the same judgment. Physical weighing was not mandatory and was a matter of judgment to be exerceised by the chairman of the Inspection Committee. We expected that we would be weighed and that we were within the limit of 1,889 pounds.

4. The Race Committee's published instructions contained provisions concerning inspection which stated that the skipper and one crew member remain aboard the boat notified for inspection, and that the rest of the crew remove themselves from the boat. The crew didn't disperse "over much of Southern California". They got off Coyote in accordance with the race instructions and headed for the bar to celebrate their victory over Skedaddle. A crew member of Skedaddle looked and sounded pretty silly when he ran around the dock and tried to stop Covote's crew from leaving and couldn't interest the Inspection Committee in weighing Coyote's crew on the second inspection of Coyote. Incidentally, Coyote was the only



boat inspected twice and passed with no violations.

5. Pingree should have revealed to your

demonstrate poor sportsmanship. He deserves much better from a crew that sails the fine boat he makes available for their

If you don't remember, you probably weren't in the dinghy. The Windjammers has a long and colorful history, and there have



'Aahs' approaches Blossom Rock buoy in Silver Eagle Race.



"Here's the mark. Let's get the headsail up fast."

writer that he did file a written protest against Coyote and that he voluntarily withdrew it after he talked to the chairman of the Inspection Committee. He discovered there was no support for his protest! The chairman informed him that he had looked at Coyote's crew in the first inspection and judged that we averaged 185 pounds and were within the weight limit for Coyote; that no weighing was needed; and that he followed the instructions of USYRU in enforcing a crew weight limitation.

6. Why did *Skedaddle* wait until the regatta was over, and had lost to *Coyote*, to decide to protest? They had heard of our weight problems of the 11-man crew prior to the first race. Why didn't they protest then? Probably because we would have weighed in within the limit and they would lose an excuse for failing to beat *Coyote*!

7. Lee Otterson, the owner of *Skędaddle*, is a gentleman and a fine sportsman. It's shameful that crew members of *Skedaddle* involved in the sailboat and sailmaking industry got him involved in situations which

enjoyment.

8. Lastly, it should have been apparent to your reporter that any extra weight was not an advantage in the conditions experienced at Long Beach. The wind conditions were light to medium, and any weight over the limit, or for that matter, any weight over 175 pounds per crewman, only served to make Coyote slower in the lighter conditions experienced at Long Beach. He should have recognized that and placed the complaints of the Skedaddle crew in its proper prospective. Races are won on the water and unsupported and withdrawn protests are not worthy of reporting.

- irv loube

Windjammers Race

You may remember last year's Windjammers Race — at least the finish. Race committee members were spending the night on the Santa Cruz pier waiting for racers to finish when their spotlight caught a naked couple getting "acquainted" in a dinghy tied to the finish mark.

been lots of memorable finishes. The crew of Lester Stone's 60-foot ketch fired a cannon off the bow and woke the whole town one morning as it finished an early version of the race back in the '30s.

Ernie Rideout was a kid standing on the pier waiting for the boats to come in and remembers the big ketch emerging from the fog about 8 a.m. for its dramatic finish. This was in the days before the Santa Cruz harbor was built in 1964, and racers anchored next to the pier for the weekend. Skiffs from the Santa Cruz YC were kept busy hauling newspapers, ice and beer out to the race boats, Rideout remembers. He's been on the race committee so many times he's become the event's unofficial historian.

Now the racers raft up for free in the harbor and the club puts on a big dinner and dance, but one holdover from earlier years is the class that allows racers to use their motors for 24 miles. When the Windjammers YC formed in 1938, racers didn't want to miss the party, so the use of motors was allowed for however long it would take the

RACING SHEET

boat to make 24 miles.

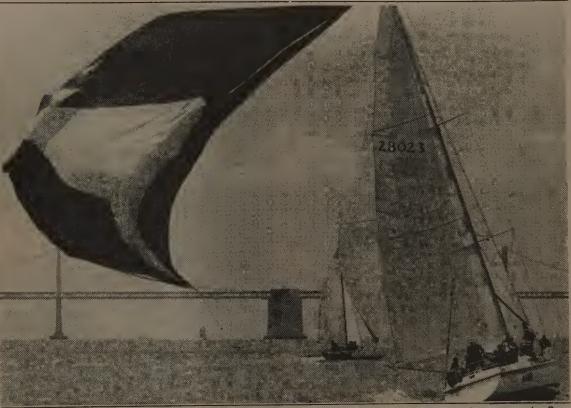
The motor class faded in popularity "as racers got more serious about sailing and less

"One night we got stalled off Pigeon Point all night in the fog. The fog horn sounded like a sick cow."

There's a big outdoor steak barbecue Saturday night for \$10 apiece, and a band for dancing in the clubhouse. The club serves



"WhooooHAA!! Time to get that chute DOWN!"



"Oh hell, let it fly." It's all in a day of racing on the Bay.

serious about partying," Rideout said. But the tradition continued, and recently the motorized Class B has been growing. Out of 105 entries last year, 16 were in Class B.

Windjammers is a Labor Day tradition. The race usually starts off the St. Francis YC about 1 p.m. on the Friday of the Labor Day weekend. This year, the September 4 start will be at noon off Baker Beach because the St. Francis YC race deck is being rebuilt. The earlier start, and the fact that it is outside the Gate, should make it possible for more boats to make it to Santa Cruz before dark.

Traditionally, the wind dies shortly after you clear the Gate, and Windjammers veterans expect a slack, wet, cold night off the San Mateo coast. Kirt Brooks is race chairman and has made the Windjammers run about 15 years in a row. "The usual problem is the wind shuts down at sunset and the fog picks up," he said. "It's usually not dense, just enough so you can't see where you're going. Then the clouds condense on the mainsail and drip all over everyone.

It costs \$30 to enter the race. The first hundred boats to sign up get a participation pennant. Some of the old-timers fly 30 or more pennants from past races. There will be four classes: one IOR, two PHRF classes and the B Class.

Usually half the racers are from the Bay Area and half are from Santa Cruz. The Windjammers YC was formed by St. Francis members who lived in Santa Cruz as sort of a branch to put on the race. San Francisco boats had been racing to Santa Cruz for 30 years or more before the Windjammers was organized.

Fast boats try to make the 67 nautical miles before the bars close in Santa Cruz that night. Another goal is to have breakfast on the deck of Aldo's overlooking the harbor so you can yell out at the slower boats finishing the next morning.

Santa Cruz YC volunteers work hard to make it a fun weekend. They serve clam chowder for finishers all night Friday. Boats and trailers are moved off the club's dry storage area to make room for tables.

breakfast Saturday and Sunday.

Other popular places within an easy walk from the club are the Crow's Nest at the harbor entrance and the newer Spinners near the bridge between the upper and lower harbors.

Most Bay Area racers hang around Santa Cruz for the party Saturday night, then head out early Sunday and spend the night at Half Moon Bay. Guest slips run 30 cents per foot a night there, but you should call harbormaster Bob McMahon at 726-5727 for reservations or contact Bob on Channel 16 when you get within range.

The Pillar Point Marina is relatively new and the bathroom facilities are in good shape. Some good restaurants are within an easy walk, including the Shore Bird, Ida's Seafood (overlooking the harbor) and the Princeton Seafood Co.

Monday's run home to the Bay is an easy 23 miles up the San Mateo and San Francisco coast. Windjammers is a fun ocean race with a lot of tradition behind it. And it makes a good Labor Day weekend!

U.S. World Cup

Top men and women boardsailors from 11 countries competed in the United States World Cup in wind gusting to 30 off Crissy Field June 26-July 5.

San Francisco was the third of six stops on the World Cup circuit, with the last race in December in Guadaloupe, French West Indies.

Winners in San Francisco:

MEN OVERALL — 1) Bjoern Dunkerbeck, Canary Islands; 2) Anders Bringdal, Sweden; 3) Nevin Sayre, U.S.A.

WOMEN OVERALL — 1) Britt Dunkerbeck, Canary Islands; 2) Anick Graveline, Canada; 3) Nathalie le Vievre, France.

MEN'S RANKING AFTER THREE EVENTS — 1) Robby Naish, U.S.A.; 2) Bjoern Dunkerbeck, Canary Islands; 3) Nevin Sayre, U.S.A.

WOMEN'S RANKING AFTER THREE EVENTS

— 1) Anick Graveline, Canada; 2) Nathalie Le
Vievre, France; 3) Natalie Siebel, West Germany.

Plastic Classic

There aren't many races where the windward mark is a float carrying five women in bathing suits and a plywood cutout of a cow wearing sunglasses. Then again, there aren't many Bay View Boat Clubs, either. With this group, fun is first and everything else comes second.

Bay View's third annual Plastic Classic, for '60s fiberglass sailboats, attracted 35 entries. There was also a flea market, a party Saturday night, and a show of restored boats. *Padelesha*, a Pearson Vanguard owned by Ralph Hendricks, was judged the prettiest boat.

Race winners:

ISLANDER BAHAMA CLASS — 1)Alternative, Mike Sheets; 2) Artesian, K.D. Speer; 3) Menehune, Sandi Harris.

CAL 20 — 1) Farmer's, owner unknown; 2) Caliban, David Green; 3) Gotcha, Joyce Bucci.

PHRF NON-SPINNAKER — 1) Hawk, Alberg 30, Steve and Wren Collins; 2) Pacific Heights, Alberg 30, Ed Rank; 3) Escape, Ericson 35, Richard Seals.

PHRF SPINNAKER — 1) Wile Coyote, Santana 22, Joe Sheehy; 2) Amara, Columbia 29, Lou Worthington; 3) Nebelina, Cal 28, Hans Carter.

Tahoe Sail Week

Fifty to 60 boats raced in the fifth annual Tahoe Sail Week, up from about 40 last year. Sponsored by the Windjammer YC, the event June 27-July 4 also included the Santa Cruz 27 nationals.

About half the boats were from the Bay Area, according to race organizer Debbie Brousard. Next year the sail week will be July 2-8 and will include the Olson 30 nationals as well as the Trans-Tahoe Race.

Results:

INDEPENDENCE REGATTA DIVISION AB — 1) **Wolf Pack**, Donovan 30, Richard Wolf; 2) **Lois Lane**, Wylie 40, Bill Erkelens; 3) **Tango**, Moore 30, Richard Leon.

DIVISION CD — 1) **Snow Job**, J/24, Bob Richards; 2) **Downtown Uproar**, J/24, Wayne Clough; 3) **Loophole**, J/24, Mike Hambsch.

SANTA CRUZ 27 — 1) **Zipper**, Eric Bohman; 2) **Heat Wave**, Les Wright; 3) **Outrageous**, D. Roberts.

SANTANA 20 REGIONALS — 1) LuzvimInda, Dave Wakeman; 2) Second Chance, Jack Hammaker; 3) Mad Man Across The Water, Steve Katzman.

MONDAY PHRF — 1);F3 Wolf Pack, Donovan 30, Richard Wolf; 2) **Sparky**, Mull 30, Karen Weisiger.

TUESDAY PHRF — 1) Capri, Capri 22, Lee Pryor; 2) Easy, San Juan 24, Jim Nicely; 3) Luzviminda, Dave Wakeman.

WEDNESDAY INTERGLACTIC BEER CAN RACE — 1) Downtown Uproar, J/24, Wayne Clough; 2) Crusader, Wylie Wabbit, Glen Gibb; 3) Second Chance, Santana 20, Jack Hammaker.

FRIDAY LADIES DAY DIVISION A -1) **Sparky**, Mull 30, Kay Weisiger; 2) **Corsair**, Olson 30, Jeanne Payne; 3) **Adieu**, Olson 30, Patrice Hobson.

DIVISION B — 1) **Tulawamia**, Wylie Wabbit, Lisa Ritchie; 2) **Mr. MacGregor**, Wylie Wabbit, Ms. Groen; 3) **Trix**, Wylie Wabbit, Ms. Roehm.

DIVISION C — 1) Migration, type unknown, Mary Ann Herman; 2) Mad Man Across The Water, Santana 20, Jans Roy; 3) Ranger, Ranger 23, Sharon Mitchell.

SATURDAY FIRECRACKER REGATTA, DIVISION A — 1) Wolf Pack, Donovan 30, Richard Wolf; 2) Corsair, Olson 30, Don Newman; 3) Perseverence, Olson 30, Jim Mitchell.

DIVISION B — 1) Expressway, Express 27, Mike Francescini; 2) Variety Show, Santa Cruz 27, Robert Schvyler; 3) Dyna Flo, Olson 30, Matt Dlni.

DIVISION C — 1) **Downtown Upro**ar, J/24, Wayne Clough; 2) **Loophole**, J/24, Mike Hambsch; 3) **D'Merit**, Merit 25, Gary Fox.

DIVISION D — 1) **Luzviminda**, Santana 20, Dave Wakeman; 2) **Second Chance**, Santana 20, Jack Hammaker; no third place.

SANTA CRUZ NATIONALS — 1) ZIpper, Eric Bohman; 2) Big Bad Wolf, D. Wolfe; 3) Outrageous, Frank Roberts; 4) Sorcerer's Apprentice, Joe Shimer.

Trans-Tahoe Race

Light air plagued the 20th anniversary Trans-Tahoe Race July 11, and 40 to 50 of the 90-boat fleet dropped out and went home.

First to finish was *Tango*, a Moore 30 (the one with the wings) in 7:49:24 for the 31-mile course. *Sparky*, a Mull 30, corrected out for first overall.

The 12:30 p.m. start was postponed two hours for better wind, but the best blow of

the day was about 15 knots between 4:30 and 5 p.m. The rest of the day averaged between 4 knots and zero. Some participants, including some race organizers, didn't finish until 1:30 a.m.

Results:

DIVISION I (PHRF 0-100) — 1) Sparky, Mull 30, Bill McLuen; 2) Hobi Won Knobi, Hobie 33, Mike Catherwood; 3) Rock 'n Roll, Olson 29, Michael Clauss.

DIVISION II (PHRF 101-149) — 1) Gonna Gitcha, Santa Cruz 27, Gordie Cowan; 2) Sacre Blew, Santa Cruz 27, Ross Goelz; 3) Mar Caballoi, Farr 10/20, Glen Barkley.

DIVISION III (PHRF 150-170) — 1) Tunes Nightshift, Merit 25, Eric Lannes; 2) Xandeau, Merit 25, Bill Glass; 3) Crusader, Wylie Wabbit, Glen Gibb.

DIVISION IV (PHRF 171-200) — 1) Letta-B, Catalina 30, Jerry Lucas; 2) Not To Worry, Ranger 26, Harvey Perman; 3) Ozone, J/24, Steve Osborne. DIVISION V (PHRF 201 and up) — 1) Sierra

Storm, Wilderness 21, Bill Balfrey; 2) Kodachrome, Capri 22, Mike Doyle; 3) Twenty-Three Skidoo, Schock 26, Janie Casey.

DIVISION VI (non-spinnaker) — 1) Cherry-L., Catalina 27, Gary Brock; 2) Tamure, Islander 30, Howard Carnell; 3) Plum Crazy, Santana 23, Roger Davis

Ocean-Vallejo Race

Sometimes you can win races by sailing in close to shore. And sometimes you can get yourself into lots of trouble. Sailmaker Donald Goring got a little too close to Stinson Beach and his *Starbuck* ran aground during the Ocean-Vallejo Race July 25. Waves pushed his plywood Black Soo Van de Stadt 30-footer up on the beach and the crew stepped ashore. There were no injuries.

Later that night, at high tide, a commercial salvage boat pulled *Starbuck* off, fortunately with little damage reported. Other racers had no trouble identifying Goring's boat on the beach. Its mainsail is purple, silver, black and magenta. The headsails are equally bright. Goring explains that there is no excuse for boring sails. *Starbuck's* hull is lavender.

The boat was the first ultralight in the MORA fleet when it was introduced in 1968. The cabin is made of clear plastic for visibility while steering from inside. Goring's sails have "vortex generators", rows of tiny holes designed to improve the flow of air over the sail's surface.

Hal Nelson's MacGregor 65 Zeus was first to finish the 52-mile race.

Horace MacKerrow, former commodore of the Vallejo YC, started the race in 1970 or

RACING SHEET

1971 (he can't remember which year, exactly). He was tired of races starting in San Francisco that required a day to get to the

time was 10 p.m., the race committee worked through the night to locate four boats that had dropped out but had failed to check

This, believe it or not, is a mark for the Bay View Boat Club's Plastic Classic held July 25.

start and a day to get home afterward. The original course started off the St. Francis YC and went to Duxbury Reef buoy, then around the Farallones before finishing at Vallejo. It was called "Horace's Revenge."

After the first four years the Farallones leg was shortened to the Lightbucket.

The fleet was small this year -21 finishers. Although the official latest finish

in with the race headquarters. Starbuck was the only one with a good reason for not checking in.

Results:

IOR II — 1) Sorcerer, C&C Half Ton, Greg Cody; 2) Quadri, C&C 38, Dick Lang; 3) Abracadabra, X102, Jeffrey Samuels.

PHRO — 1) Rocinante, Yankee 30, Alex Malaccorto; 2) Zeus, MacGregor 65, Hal Nelson; 3) Mary Jane, Luffe 44, Lon Price.

MORA I — 1) Bloom County, Mancebo 30, Carl ondry; 2) Friday, Express 27, John Leibenberg; 3) New Wave, Express 27, Buzz Blackett.

MORA II - 1) Roulette, Ranger 28, Jerry Ingalls;

2) Calliope, LaFitte 44, Frank Morrow; 3) Smart Set, Cal 29.9, Lyn Soja.

SSS - 1) XXXX, Farr 10/20, Paul Steinert.

Race Notes

Say this carefully: the **Chickenship Regatta.** That's what the Master Mariners group is calling its new race/cruise to Petaluma. The start will be at 10 a.m. September 5 at Southhampton and include a loop around the Brothers before finishing at the mouth of the Petaluma River. Then the fleet of grand old woodies will cruise up the river to Petaluma for the Labor Day weekend.

The **Pacific Cup** continues to show signs of resurgence. A meeting is set 7 p.m. August 5 at the St. Francis YC to form the Pacific Cup Yacht Club whose sole purpose will be to put on the race. Similar clubs put on the TransPac and the Windjammers Race. Organizer Marina Eisenzimmer says everybody who has raced in the Pacific Cup is invited, as well as any one who has ocean racing experience.

The Pacific Cup was organized in 1980 to provide a Hawaii race on non-TransPac years. Marina and her group has already made some changes in the race. The destination has been switched to Kaneohe YC on Oahu in an attempt to attract more participants. If you're interested, call Marina at (408) 436-0111 or (415) 969-8521.

Nearly 70 boats were expected at the starting line for the J/24 North American Championships on the Berkeley Circle during the last week of July. It was too late for this issue, but we'll have results and photos in September.

The FJ National Championship Regatta will be August 9-14 at Incline Village, Lake Tahoe, sponsored by the Hyatt Hotel and the Crystal Bay YC. FJs are the largest class in the Small Boat Racing Association, and a big turnout is expected. If you're an FJ kinda guy (or gal) and want to compete, contact Steve Klotz at (415) 593-5383.

In our June story about the Melbourne/Osaka Race, we said Digby Taylor was washed overboard and never found. That was wrong. Taylor was washed overboard and found 14 hours later. It was his shipmate, Colin Akhurst, the boat's designer, who was never found.

Big O OCEAN 71

Think a crewed charter on a big boat in the Caribbean costs too much?

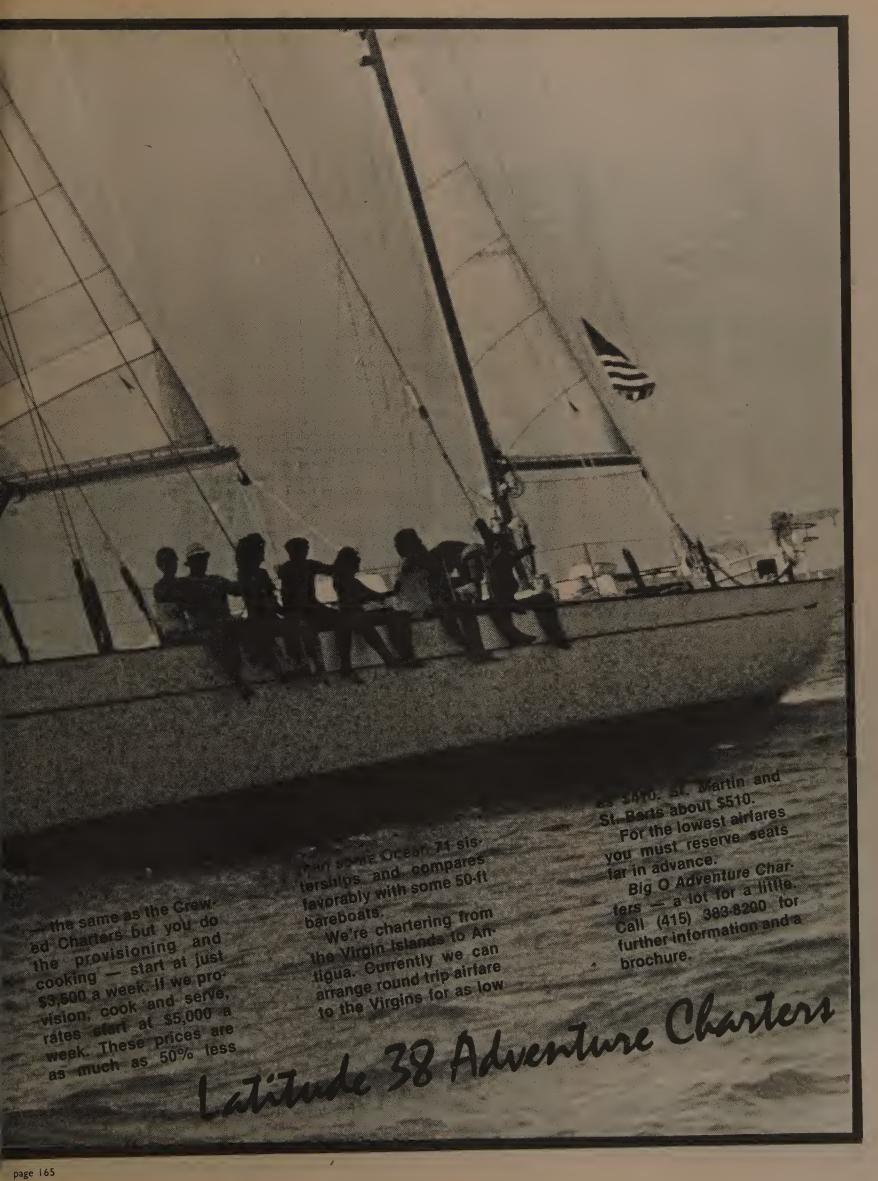
Consider this: Approximately half of the expenses of any Caribbean charter are fixed: airfare, food, taxi's, souvenirs, etc.

That means for per haps 25% more than a much smaller bareboat, you and your friends can

move once of went 71:16
ketch, with three double cabins, three heads, two salons, two big cockpits, unbelieveable deck space, as well as indoor

and outdoor showers. Included with no damage deposit are 1990 sail. boards, two outboard-powered dinghies, and snorkel gear. And, you have the services of two professional crew.

Our Economy Charter



With reports this month on Day-Tripping to Mexico, Yachts at the Oa Oa, Kon Tika's passage from Costa Rica to Florida, Renaissance in Nuka Hiva, Cameo at the Royal Suva YC in Fiji, Kibitka at home in Washington, Tamarac II in Vanuatu, Yankee Lady in the Marquesas, Getting your cruising act together, and Cruise Notes.

Day-Tripping to Mexico Broadreacher — Freedom 28 Al MacDiarmid (San Jose)

In the past year there have been several letters that implied you can't stop each night while sailing up and down the coast of California. Not so! Not only is it easy to do, I have done it several times. Here's my list, starting from anywhere near the entrance to the Gate.

Pillar Point. Ano Nuevo. Santa Cruz. Monterey. Stillwater Cove (Carmel). Pheiffer Pt. San Simeon. Morro Bay. Port San Luis. Cojo. Santa Barbara. From Santa Barbara, nobody would have trouble figuring day trips to San Diego. The good news is that many of the above are free anchorages.

For those headed farther south to Cabo



'Broadreacher' warming up in the Delta for another cruise to Mexico this winter.

San Lucas, not many overnights are needed either. When I made the trip with my 28-footer, I only overnighted three times.

We stopped at Coronado Sur, Ensenada (or Toda Santos), Puerto Santo Tomas, a small cove just north of Punta Cabras, Punta Colonett, Isla San Martin, San Quintin, Punta Baja, Isla San Jeronimo, Isla Cedros, Turtle Bay, Bahia Asuncion, San Hipolito, Punta Abreojos, did an overnight to San Juanico, and overnight to Bahia Santa Maria, Puerto Magdalena, and two nights and one day to Cabo San Lucas.

- al macdiarmid 3/23/87

Readers — Al purchased his Freedom 28 new from the factory on the East Coast, and sailed it to the West Coast by way of the Panama Canal. Subsequent to that he's made one — or is it two? — trips to Mexico and back with the boat. Earlier this year he retired from IBM, so if you'll be in Mexico this winter, you're likely to see him.

Yachts at the Oa Oa Seen by Al Kaintz (Cupertino)

We spent four simply fantastic days at Greg and Elaine Claytor's Hotel Oa Oa on Bora Bora. You feel like part of the family there as opposed to the feeling you get at some of the larger resorts. I recommend it highly.

While there we met several interesting yachties. One was Rusty J., who is circumnavigating the world singlehanded on the 20-ft *Trekka II*. Not only is the boat under 30 feet, but Rusty is sailing without benefit of auxiliary power, a radio or any electrical system.

There's an interesting story behind Rusty's voyage. The original *Trekka*, also 20-ft, was made famous when John Guzzwell sailed her singlehanded around the world in 1955. After John returned to Seattle and married, he decided to build *Trekka II* for his son in hopes he too would circumnavigate. But John's dreams were not realized and *Trekka II* sat dry-docked until Rusty J. came along. Rusty bought the boat from John with the agreement he would sail her for the purpose she was built . . . around the world.

Rusty left Port Townsend in September of

1986. When we met him in Bora Bora, he'd been there three weeks waiting for his mail to catch up. He was hoping to be able to leave for American Samoa by June 1.

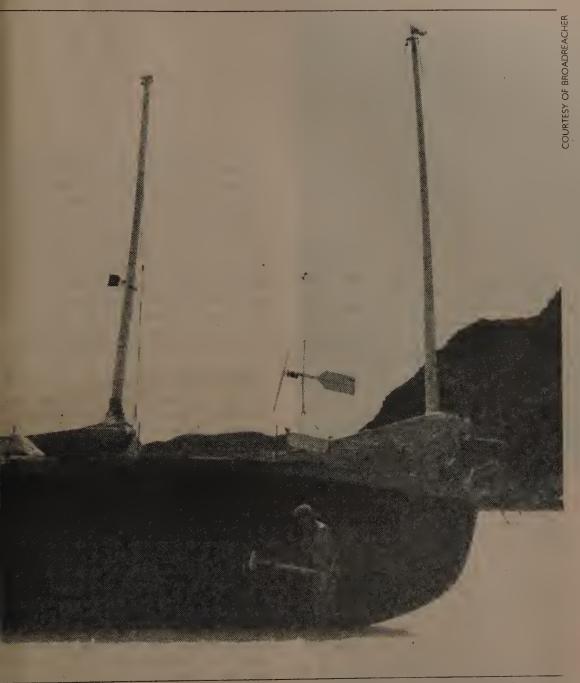
I have sailed a 23-ft Coronado in San Francisco Bay and the Delta. As such, I find it remarkable — if not unbelievable — that he's attempting what he is.

Other boats at Oa Oa during our stay included Reality from Victoria, B.C. sailed by Roland Brener, Dana Hanks and little Amy Brener. They had left San Diego in early February and made Tahiti in 18 days. Sue and Larry Kopel of New York were also at the Oa Oa on their Pearson 39, Pisces.

P.S. Prior to my trip, I called your office and requested ten copies of *Latitude* to take along with me. Your staff kindly responded. To say the least, Greg and Elaine as well as the cruisers we met were delighted to get the copies.

- al kaintz 6/19/87

IN LATITUDES



Kon Tika — Buchan 37 Nancy Slocumb & Karl Brosing Costa Rica to Florida (Berkeley & La Honda)

Arriving back in Costa Rica after a sixmonth absence, we found the boat to be a real mess. The top of the ham radio was rusted. The outboard was frozen. The boat full of weevils. And the biggest surprise — finding a shedded snake skin in the folds of the genny. But things weren't as bad as we expected, and nothing was ruined beyond repair.

It took us no time at all to realize there was no way we could not continue with our trip, the Canal being just too close. So having worked hard to put the boat together, we took on an extra crewmember, Anja, a 19-year-old German girl, and headed south.

We had a lovely, lazy five-week trip from Puntarenas to Southern Costa Rica, through

'Broadreacher' in Mexico on a previous trip, careened for the economy bottom job.

the Perlas Islands of Panama, and up through the Canal. The secluded anchorages of western Panama and the Secos Islands were our favorites. After one 24-hour run, we slept in hammocks strung between palm trees, snorkled in many beautiful coral reefs, caught fish to eat every day, and listened to the wonderful jungle noises at dawn and dusk.

Experts says the destruction of the world's rain forests are a environmental disaster that's going to cost us all dearly. Such destruction was evident to us, even in the limited area we saw. In one anchorage, for example, most of what we could see had been cleared except for one forested area. As the sun went down, the tiny uncleared area came alive with the noises of a full jungle, but all squeezed too close together.

The only time we buddy-boated was from the dreaded Punta Mala (there was no wind and we had to motor) to the Perlas. And we were lucky to have a buddy-boat around, because a partially lighted local boat kept playing cat and mouse with us for more than an hour. After we closed on *Sea Robin*, our buddy, the 'mystery boat' disappeared.

We would have liked to have spent more time on the Perlas, but we didn't have sufficiently detailed charts. Our adventuresome spirit was dampened when the depth-sounder showed rapid spikes from 30 feet to seven feet.

But the real highlight of our trip occured near Tobaga Island, just outside the Canal entrance. There a pod of Bryde's whales joined us for an hour-and-a-half just to play. They frolicked just like dolphins, soaring on our bow wave, diving beneath us, following us when we tacked, slowing with us when the wind died — we'd never seen anything like it! They eventually departed when we turned on the engine.

Panama did not live up to our expectations. The prices were really high, the people really poor, and the unemployment is near 40 percent. People just hang out everywhere, and there's lots of muggings and other crime. It's a very depressed and depressing place. The Canal administration seemed very confusing, too, making our transit more of a hassle than it needed to be.

The Canal itself, however, was very impressive and the countryside incredibly beautiful

After our transit, we went 18 miles east of Colon to Portobello for ten days of boat maintenance. We stayed at the ancient anchorage that during Spain's colonial zenith was the terminus of trails from the north and south, trails on which the gold was transported prior to shipment back to Europe. Near the entrance is Drake's Island; Sir Francis died offshore and was brought here for burial. Portobello is sleepy these days, the buildings and forts built of coral masonry almost giving way to the jungle. These aren't the original buildings and fort, but the ones built after Morgan the pirate sacked the town. It's a shame that the forts are only minimally maintained, because they're in an area of almost perpetual rain. When we were there a frontal system parked over us for days, ushering in the rainy season

CHANGES^{*}



with torrents of water. We soaked and steamed waiting for the weather to break.

Everyone complains about the wind and seas when heading north from the Canal, and our first 24 hours were no fun. The seas were high and steep, accompanied by either calms, during which we wallowed, or rainsqualls with strong gusts.

The following evening the trades arrived, from which point on we had perfect sailing conditions: 10 to 20 knots of wind, on the beam or aft of it. We averaged well over six knots for the next five days, and thanks to the trailing generator, didn't have to start the engine once during that time.

We gave the many reefs and islands off Nicaragua a wide berth because of the strong currents and inaccurate charting. Our Sat-Nav, with its compass and log interface, made navigation so easy that we almost felt like we were cheating. It's an amazing aid. We have several friends who either lost their boats or severely damaged them in these waters, so we were thankful for our SatNav—as well as our luck with the weather.

Cozumel, Mexico was a welcome sight for us, as there is just no place like Mexico! The people are friendly and the prices right. How clear was the water? We could see the anchor in 30 feet. At night.

We took an hour ferry to the mainland and then a bus to Tulum, the Mayan city in Quintana Roo. We'd have liked to spend more time there.

Our trip across the Gulf of Mexico was

One of the Bryde's whales that came to play with Karl and Nancy near the Panama Canal.

again ideal; more 10 to 15 knot winds on the beam for five days. The current was strong, at times up to 2.5 knots, and it would sometimes change 180° from day to day. Once again, hats off to our SatNav.

We're now in Panama City, Florida (so named because it's on approximately the same longitude as Panama City, Costa Rica, a fishing village consisting of maybe 18 people, a similar number of dogs and a couple of hundred chicken), where we've been semisuccessful in finding work. In other words, we've both got part-time jobs. Prices are much lower than in California, but then so are the wages. We would much prefer being cruising, but we're going to stick it out awhile. Florida has a weird mooring system; no floating docks. We had to tie up to square concrete pilings with no less than six lines, fenderboards, etc. After our month is up, we're looking forward to anchoring in the bayous.

Like shark stories? The evening we left Portobello, two small land birds hitched a ride with us, one perched on a curtain rod inside, the other on the SatNav antenna on the stern. The next morning the one on the curtain rod flew around the boat, but got caught in a squall and landed on deck pretty cold and beat-up. We wrapped it in a sock, but it was too late. Our first burial at sea.

About then a control wire on the vane

broke. We hove to and Karl — despite feeling seasick, climbed out on the stern in a precarious manner that included being suspended from his safety harness, one that nonetheless had him being dunked up to his knees. In no time at all we saw a white tipped shark circling ever closer to Karl's toes. Needless to say, Karl quickly scrambled back aboard, saving the repair for later.

While he scrambled aboard, he found the other bird, also dead. He was consigned to the deep — or more probably the shark.

nancy & karl 6/18/87

Readers — While we only received this Changes a few weeks ago, Nancy and Karl actually had arrived in Panama City back on the 26th of May.

Renaissance — Baba 35 John & Judy McCandless Nuka Hiva, Marquesas (Redwood City)

We arrived in Hiva Oa on May 1 after a 27-day passage from Zihuantanejo. Perhaps we can ease the shock — both financial and emotional — for those who follow in our path. The French are not open and friendly like the Mexicans, and the prices — yikes!!!

Here's the drill on paperwork:

Besides the standard entry ports of Atuona and Taiohae, there is a new one at Hakahau on Oa Pou, which is were we got our visas. All three places have Bank of IndoSuez, where you should go first to pay (or arrange for) the Caution de Repatriment (bond). For this you need cash or traveller's checks. They will not cash personal checks or process any credit card for cash. With insufficient funds, we had to have money wired to IndoSuez in Papeete (\$40 handling fee). You have 15 days to pay the bond at either your port of entry or Papeete.

Once you are bonded, you can travel without a visa for 30 days in the French Islands. You just take the receipt for the \$1240 U.S. bond to the gendarmarie to check in. You'll then pay a \$20 entrance fee and get a green card (which they hold until you check out of each port).

Since January the cost of a three-month visa has been \$30 per person. Ours was issued here from the date of entry. We understand that the visa issued here is renewable for three months upon a 60-day

IN LATITUDES

advance written request to Tahiti.

Our experience with the French consulate in San Francisco last summer was a source of wrong information and a waste of time. However, Los Angeles might be better. Tom and Shelley on Flyer out of Seattle posted a bond for the cost of a one-way ticket at Indo-Suez in L.A. and got a three-month visa with choice of arrival date from the consulate there. But we understand such a visa is not renewable except in case of a proveable emergency (force majuer). They paid less for their visa, too, although it was prior to January.

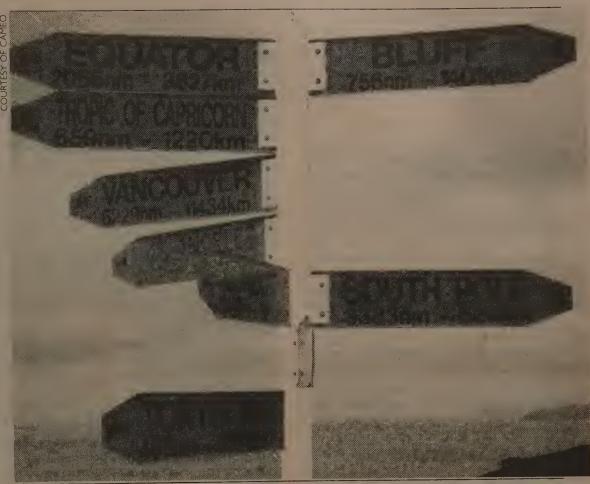
Being a French colony, all your needs can be satisfied by an endless supply of francs. The prices are unbelieveable because the economy is non-competitive. Everything is subsidized for the locals and nobody is interested in providing goods or services (or even fishing) at any price. Basic foodstuffs are price controlled. For example, bread is 40 cents U.S., but beer (not a necessity?) is \$3 U.S. a bottle. Chicken from the States and lamb from New Zealand are reasonable, but eggs are \$5 a dozen.

For whatever reason — perhaps the Tahiti independence movement — the French are dumping large sums of money into the Marquesas for development. As an example, they have put \$7 million U.S. into the new port at Oa Pou for a complete new town with breakwater, modern pier, street lights, water desalinization plants — and still to come, a new airport and hotel! All for an island of just 1,850 people? That's about \$3,500 U.S. for every man, woman and child. The glory of France must be maintained, we suppose, and it probably is less expensive to pay off a couple thousands Marquesans than to field an army to suppress a rebellion.

Amidst all this, the Marquesan adult is shy and the children are spoiled. Everyone is currently consumed with preparations for dance and soccer finals in Papeete at the Bastille Day celebrations. We, on the other hand, are consumed with trying to learn French.

P.S. Was there any response to our letter regarding insurance and crew agreements? Everyone who brought crew here has gotten rid of them — including us. Crew is great for passages, but costly to have at anchor unless you're good friends.

- a bientot! john & judy 5/28/87



You've got the clues; figure out where the signpost is located.

John & Judy — Some things never change: the complete unpredictability of paperwork and regulations for French Polynesia, the prices in Papeete, and the near hostility of the French for the rest of humanity.

We presume you have now received copies of Latitude with the responses to your letters; if you haven't, drop us a line.

Cameo — Panda 38 Don Norby & Rita Greb Royal Suva YC, Fiji (San Francisco & Lake Tahoe)

The latest phase of our odyssey began when we left New Zealand for Fiji on May 6. We followed the rule book which recommends leaving New Zealand after a low passes through so as to take advantage of the developing high.

The rule book is not infallible. We learned that too high a high is just as uncomfortable as a low, as we had 20 to 35 knot winds the entire trip. Rough seas, too. We took numerous seas over the entire boat and discovered leaks we had never dreamed possible.

During a particularly rough segment, the wind gusted to 40 knots and we lost five slides on our main. This meant we had to lower it in order to make repairs. We still made 100 miles in 24 hours under staysail alone. Our windvane did a marvelous job, so we were rarely outside steering. Nonetheless, we were delighted to reach

Suva after the 8.5 days it took us to cover the 1,100 miles.

We reached Fiji just in time for the coup. For the first few weeks there was a lot of uncertainty; stores and businesses were closed and no newspapers were being published. By now things have pretty much returned to normal, although tourism is way off. Originally New Zealand and Australia weren't sending any food and things got scarce, but that's over now, too. The only staple you can't buy now is sugar; that's strange when you consider how much sugar is grown right here.

We have no idea how the coup will work out, but it is an interesting clash of cultures. The handsome ethnic Fijians live mostly in the smaller villages and are now outnumbered by the Indians who were imported to work the sugar plantations but who have since moved to urban areas to open up businesses. Most professionals and merchants are Indian.

Nowhere is the domination of Indians more evident than in Suva and the surrounding villages of Viti Levu. We spent the first week here waiting for the banks and businesses to reopen and took the opportunity to go sightseeing. Anchoring in front of the Suva YC was a pleasure. Use of their facilities was just \$15 a week. It's hard to beat the bar prices; beer is 65 cents a glass and

the best potato chips we've ever tasted are 30 cents a bag. Quite a few other cruisers arrived when we did, so we got together for BBQ's and happy hours, passing the time in an agreeable manner.

If you like Chinese or Indian food, Fiji is definitely the place to visit. There are many fine places to eat and the prices are reasonable. Familiar fruits and vegetables are available at the open air markets — as are exotic Indian spices.

Now that things have returned to normal, we got permission to visit the other islands and then sailed to Mbengga Island, home of the famous Fijian firewalkers. We were not able to see the firewalkers, however, as they only perform in the major tourist hotels.

But we did visit three villages. The first was Raviravi, where we had our introduction to presenting *kava* to the village chief. When you visit a village, you present the roots in a ceremony to get permission to shell, take pictures, swim or take part in village life. You then take part in a *kava* drinking ceremony filled with custom and tradition.

Unsettled weather made for poor snorkeling but a great sail back to Suva; we averaged seven knots under a double-reefed main, jib and staysail. Back at Suva, we rented a car for a 330-mile drive around Viti Levu. It was fascinating as there are two roads. The Queen's Road, which skirts the the western and eastern coasts is well paved and you see many resorts with sandy beaches and beautiful, big lagoons. The King's Road, on the other hand, runs along the northern and eastern coasts. It's unpaved, bumpy, rocky, and takes you to the more primitive part of the island.

Soon we'll be on our way to Tonga. Some tips on Fiji:

✓ If you need a visa for New Zealand, it's better to try to get one at Tonga or Western Samoa (where we got ours in one day). Since the coup, the immigration office is crowded with Indians wanting to leave.

✓ Entering Fiji — even the day after a coup — is easy. The doctor comes aboard after you anchor in the quarantine area; after you are cleared, you move over to the wharf where you are cleared by Agriculture, Immigration and Customs. While at the wharf, it's a good time to get money from the bank, veggies from the open air market, hot bread from the bakery — all just a block from the

wharf.

The Royal Suva YC is the best place to anchor. For \$15 a week, you get to use everything, including the dinghy dock, solar-heated showers, laundry basins and dryer, bar, mail service — you can even rent video movies to play on their television. There's also a small place to eat on the grounds which is open for lunch and dinner. Excellent Chinese and Indian food is about \$3 for a main dish. Sunday is the club BBQ. Women like the fact that if you leave your laundry at the club before 9 a.m., it will usually be back that afternoon — and at a reasonable price.

Another cruiser favorite, the Tradewinds Hotel, is closed for remodeling. You can, however, anchor your boat there and use the water and showers for \$10 a week. If you tie up stern to the dock, it's \$25/week, including electricity (240) and water. The Tradewinds is undergoing changes, but should be open by August or September.

Transportation into town from the yacht club is just 15 cents on the bus. Taxi's to dinner at night are about \$2; but each driver charges something different.

Since the coup has scared off all the tourists, it's an ideal time to rent a room in the better hotels, rent a car, and buy handicrafts from the locals. Some prices are 50 percent off.

✓Always make sure you have the individual charts for the areas you are going to cruise. The larger charts of all the islands don't give adequate detail of all the many reefs and hazards.

✓I arrived with two infected ears and got terrific treatment from Dr. Robyn Mitchell at her home. The coup closed her office. The visit was only \$5 and three prescriptions including an antibiotic were just \$11. I recommend Dr. Mitchell's services.

P.S. The boats anchored around us at this time include Windfall from Maryland; Banshee, and Zorana from Los Angeles, White Cloud from San Diego, Io from New Mexico, Magic Cloud, Lady Meg, Cherokee and Rovin' Stone from Vancouver, and Sylvia, which was built in New Zealand but is owned by a San Diego couple.

Tyche from San Francisco just left for the Lau group, while Misty III from Los Angeles and Whalesong from Alaska are at the



Astrolab. The rest of the American boats having been checking in at Lautoka.

- don & rita 6/19/87

Two Years After, Five Until Kibitka — Westsail 32 The Jungers (Marysville, Washington)

It has been exactly two years since Sue and I hauled *Kitbitka*, our Westsail 32, out of the Sea of Cortez at Guaymas and trailered her home to the Pacific Northwest. We thought we'd let you — and our cruising friends — know what's going on with us.

Danny (one of the first yachtie babies born in Mexico in 1983) likes visiting the boat but gets bored on long (one week) cruises! Kristy, now 10, had a difficult time adjusting to the American school scene. She related well to adults but had no experience in the competitive instincts other kids take for granted. (Yachtie kids don't compete as much as they

IN LATITUDES



Atop Santa Cruz Island, one of the better places to get prepared for a Mexico cruise.

cooperate — any kid on any boat is welcome to play.) She's okay now, but we worred about her at first.

Kitbitka finally has a private gunk for each kid. I tore out my (gasp!) radio cupboard and enlarged the shelves to make a second pilot berth on the port side. Kristy, with the perogative of the eldest, claimed it. Danny gets her old, bigger berth with the bookshelves at the end. Plus the toy cupboard.

Sue and I are co-owners of a small restaurant in the Pioneer Square area of Seattle. It's devoted to trains, model trains, and train memorabilia. It is the only restaurant I know of where meals are delivered to each table on a large-scale (LGB gauge) model train. (We couldn't think of a way to do it via model sailboats!) If any of our old friends read this, please come look us up at the Iron Horse Restaurant, 311 Third Avenue S. in Seattle. One of us is here all

the time and mostly both of us (and the kids, too).

Five more years, according to Plan A, and we are off cruising again. This time with no end in sight. Kibitka remains ours with no plans to sell. However, the tractor/trailer with which we towed her home is up for sale (in the Classy Classifieds). We toyed with taking our boat to the East Coast but have decided to remain here; therefore the sale.

Former yachties who have settled in Snohomish County (north of Seattle) include Mike and Joanna of *Halcyon* and Bill and Juanita of *San Juanita*. Len and Jude of *Ptarmigan* (the one that hit the whale on the way to the Marquesas) recently sold their boat and are living in south Seattle while Len works for Boeing and Jude pursues her trade as a physical therapist. The majority of

the *Tamaru*-vians (as most everyone knows) live just north of the border. (Our Danny, at age four is, along with a cast of thousands, in love with Deana. He has an advantage, however; when we visit he gets to sleep in her bed!)

- craig, sue, kristy and danny 6/19/87

Tamarac II — Westsail 32 Jack & Lura Francis Luganville, Vanuatu (Stockton)

After a rolly seven day downwind sail from Fiji to Luganville on Vanuatu's Espiritu Santo Island, we had the anchor down. In response to our yellow *practique* flag flying from the starboard spreaders, Customs, Health and Immigration had come — and gone — before we'd even had time to clean the boat.

But with that out of the way, I could indulge in my favorite end-of-passage routine: having a long scrub in the cockpit using our plastic sun-shower. Since we were the only cruising boat in the nine-mile-long Segond Channel between Espiritu Santo and the Malo Islands, and since there was nobody in sight on shore, after showering I went forward to finish drying my hair and set the towel to dry on the lifelines.

I was thusly enjoying the warm tropical breeze on my wet skin, when out of a low cloud to the west came an increasing racket. Before I could make a dash for the cover in the companionway, a red and white helicopter swooped down! I was paralyzed and unable to find a place to hide.

I backed up against the mast and tried to cover myself with my towel. Unfortunately, we only use hand towels on the boat, which are easier to wash and usually do the job. However, a hand towel wasn't big enough to do the job in the situation I was in.

The copter had stopped and was hovering like a humming-bird not 20 feet above me, the rotor blades nearly striking our shrouds. The four grinning men inside seemed to think my being trapped was great sport. They waved and clapped their hands while I turned all shades of red, orange and purple.

I tried waving them off with three fingers of one hand. At least I could have had sunglasses to hide behind! My yelling eventually brought my husband Jack up on deck. He took one look at my predicament — and

CHANGES

collapsed in laughter. It was very funny, ha, ha, ha. Men!!!

The helicopter finally spun off in a wide circle, giving me a chance to go below decks for clothes. They circled back, however, and motioned for Jack to meet them ashore at their place for a drink. To celebrate, I guess. And he went! I'd been invited, too, but I declined without regrets. I'd had enough excitement for a while.

Vanuatu is the South Pacific's young pup of a country. Until seven years ago it was the British-French Colonial Territory known as the New Hebridies. Its 82 islands stretch 800 miles in a north-south direction, 600 miles to the west of Fiji. These Melanesian islands are lush and mountainous, with more coconut palms than we've ever seen. The shores seem to be endless streches of golden sand beaches.

The dark-skinned natives are tall and handsome. While the men wear western-style shirts and shorts, all the women and girls wear brightly-colored mumu-style prints, knee-length during the day and for swimming and full length for special occasions.

You can buy food at the native markets or at the little Chinese stores — which like the ones in Tahiti seem to have everything. It wasn't always so. Archaeologists claim that as much as 4,000 years ago clans roamed these islands, raiding each other for 'human pig'. In fact, the last act of cannibalism was said to have taken place only 35 years ago on nearby Malakula Island.

Early Spanish explorers and the Frenchman Bouganville were the first Europeans, but it was the up to the great Captain James Cook to really explore and chart the region. It was also Cook who named the group after the Scottish Hebrides. He was followed by missionaries, World War II (during which many bases were built, the buildings of which are in many cases still in use), and a long and bitter struggle for independence. As is the case with increasing areas of the South Pacific, it's better not to be French. English — and pidgin among the natives — are the primary spoken languages.

There is still trade with the French, to be sure. For example, snails. The giant African variety are collected from the grassy fields of the coconut plantations, then cooked, frozen, and exported to hungry gourmets in



Although it looks ilke one of the South Pacific Islands, it's actually Thursday Island, Queensland, Australia.

Paris, Nice and Cannes. The other big export is copra. If you're sick of your job, consider the fact that a copra cutter earns \$9 a sack for his ardurous labors.

When Jack returned from shore, he brought a message of apology from the gentlemen (I still wasn't convinced of that description), and an invitation to dinner at their headquarters the following evening, which just happened to be my birthday. He said the men were part of a mineral resources survey team from Australia. They claimed they didn't realize I was wet and bare-skinned until they were within just a few feet. They said they saw a pretty yacht and just wanted to welcome us to Vanuatu. Sure.

While I considered the invitation, we took our collapsible bikes to shore in our eightfoot inflatable. We tied the dinghy to the palm tree in front of what turned out to be a private French high school, where we met the students, teachers and principal. They

gave us permission to wash our clothes in trays out back and to secure water for our tanks.

Although the day was hot, the apparent wind created by our bike-riding was refreshing. The roads were paved, but with large chuck holes. The road wound through old coconut plantations and small villages, over 'erector set' bridges built by Americans during the war and along the Sarakata River. Poor families, with lots of children, live under giant banyon trees along the river. Wherever we pedaled, we were greeted with a cheerful, "Hello, good morning!"

In Luganville we stopped by the post office — thank goodness for Mother and dear friends who write. Then we ordered our first coconut crab since Suvarrow Atoll a year before at the Ocean restaurant. Prawns, noodles and stir-fry vegetables washed down with ice cold beer completed the feast! It was worth the nearly two hours it took to prepare.

Being the finest restaurant in Luganville, the Ocean boasted 12 particle board booths trimmed in hemp rope and one old round

IN LATITUDES



table covered with a well-worn flowered cloth. There was a clam shell for an ash tray, a bottle of soy sauce, and an old Chinese lantern with a low wattage bulb suspended from the ceiling. In short, a restaurant right out of the Florida Keys.

Later on, while sipping fresh lime juice to celebrate my birthday, we heard a hail from the beach. It was a native employee of the mineral survey team, with not one, but two bottles of gift-wrapped French champagne for the lady of *Tamarac II* as a reminder of our dinner engagement the next evening. We put away the lime juice and Jack popped the cork on the bubbly that was a more suitable way to celebrate our arrival.

The following morning Jack had the unenviable task of replenishing our water tanks at 2.5 gallons a trip from the French high school. But soon several of the students were eagerly helping, for which they got the exciting opportunity to visit a cruising sailboat — and a Zane Grey novel. They were quite thrilled and we enjoyed their

We flicked on the radio to the local station

and they were playing some songs by Dave Brubeck and his son Chris. It was sure funny, as Brubeck is a favorite son of what used to be College of the Pacific, and Jack and I once thrilled to his live performances at the gym in our college days.

Our dinner engagement was for 6:30 p.m., an hour past sunset. When the sun sets in the tropics, it gets dark fast! So it was by moonlight and flashlight that we walked down the beach, carefully sidestepping driftwood, coconuts, and sand crabs. I also kept a careful watch for coconut crabs, which I knew were having dinner all around the plantation. These critters get to be twice the size of Dungeness crabs, are dark purple and turn red when cooked. I wore my thongs!

Our hosts were waiting when we arrived and greeted us warmly. There were a few seconds of embarrassed anxiety as the introductions were made, but easy conversation came quickly. They were interested in our lifestyle and we in theirs.

Ken and Phil turned out to be Aussie expats who have lived and worked all over the world. They had been in Vanuatu for ten years administering natural resources surveys for the country, mainly looking for gold.

We were pleasantly surprised by their compound: a heli pad with maintenance shops and a good-looking concrete building with offices and labs on the ground floor and attractively furnished living quarters above. A delicious meal was prepared and served by three young Vanuatu women who were no strangers to French cooking.

As we later made our way back to Tamarac II, we dodged the sand crabs and picked up a few of the giant African snail shells washing back and forth in the surf. This had been a lovely climax to our short stay in Vanuatu, but tomorrow more adventure lay ahead as we'd be setting off for Port Moresby, Papau New Guinea.

- lura francis 6/20/87

Getting Your Cruising Act Together Lynn-Orloff Jones Soon To Be Gone From (Vallejo)

So your departure date for manana-land is set. But your preparations zapped so much time you never took that shakedown cruise you'd planned.

"Ah hell," you rationalize, "lots of yachties learn as they go, and besides I have umpteen years of sailing experience."

More than likely you're salty enough, but how much forethought have you given to how rudimentary your lifestyle will become while cruising?

To lessen 'cruising shock', you may want to try a one to two week experiment that consists of nothing more than casting off on a one or two week no-frills cruise to simulate cruising in Mexico. Southern Californians can use the offshore islands; Northern Californians can use the Delta.

The rules are simple. No overnighting at marinas or mooring buoys. This also means no 'parking' at marinas or mooring buoys while you go ashore to pick up ice, food and fuel. If you need and want these goods, do like you'll be doing six months from now; rowing or motoring the dinghy to shore with empty shopping totes and jerry jugs, filling them up, and then schlepping them back to



The only way to take showers at isolated anchorages in Mexico; outdoors and with a friend.

the boat.

Speaking of food, you have to bring enough to last the whole trip. Learn where

CHANGES

the coolest places are for stowing produce or other goods are. If you must pick up supplies, you're only allowed to buy what you'd find at a village in Mexico; which is mostly canned or packaged products, a meager amount of tawdry-looking fruit, tortillas, beans, limes — stuff like that. Even though you may be at the big supermarket at Rio Vista or the Safeway at Avalon, you're not allowed to buy Sarah Lee cakes, Pepperridge Farm cookies, hearts of palm, caviar, cream cheese, frozen pizza, meat or anything like it. You say you're going to be living off the sea in Mexico, so now is the time to practice with that pole.

Since docking at marinas is banned, this means no electrical hook-ups are allowed for battery charging. It's good training that will teach you to conserve energy or decide to go with alternative sources of energy. It's also a good opportunity to find out if that refrigeration system lives up to expectations for longer than a weekend.

Dining ashore? Prohibited on this mock cruise. If you're caught ordering a meal, it's two weeks of cold Dinty Moore. Roughing it is good practice, lest you become one of those who drops the anchor in La Paz and never moves again.

Since engines break down, lines get caught in props, and fuel must be conserved, you're not allowed to use your engine to propel your boat. Yes, there'll be some frustrating light air drifting and maybe a little drifting backwards with the current, but that's just what it will be like in Mexico, too. After you're completely comfortable with sailing your boat, sailing on and off the hook.

Showers ashore? No, no, no! It's time to drag out the Sun Shower or weed sprayer or use the pressure water system in your boat. You may find your system takes a little getting used to, or that it's unacceptable, or that it uses too much water or energy. And while you're taking the shower, you might as well do the laundry, too.

Living at anchor is what real cruising is about. And being realistic means that anchors drag. If not yours, somebody else's. In either case, it's going to happen without warning at 0300. So — and I know you're going to think I'm crazy for suggesting this — you should set your alarm and have a middle-of-the night anchor drill. Yes, learn

to enjoy the thrills of doing it in the dark. Doing it means hoisting your anchor and dropping it somewhere else. It's not going to make you popular with your anchored neighbors now, but it will in Mexico.

Of course mine are just guidelines, you can modify things to suit yourself. But remember, the more inconveniences you learn to cope with, the easier time you'll have making the transition to cruising. It's not that it's hard, it's just different than the way you've been living the last several decades.

And once your homework cruise is finished, you can pull into a spiffy harbor, take a hot shower, and live it up at a classy restaurant. One that's within walking distance, of course; cruisers don't have cars.

- lynne orloff-jones

Yankee Lady — Traveller 32 Robert Hodierne Hiva Oa, Marquesas (San Francisco)

Boats come, boats go, but Yankee Lady remains, the official greeter at Taao Bay. While this is a nice anchorage, especially after a 31-day singlehanded passage from San Francisco, it's not the place I'd choose to spend a month. And that's what it's going to be by the time I get out of here. If just I hadn't told that one little lie. The one to my wife. Where I lied about how long it would take to get out of here. Forty days, I told her, so she wouldn't worry. But of course she planned her plane reservations around that lie and ran right into the Bastille Day travel crunch. So I sit here, waiting for Lisa and my son Cutter, watching the yachts come and watching the yachts go . . .

Among them were Counterpoint, a Cal 35 from Sausalito with John and Marry Vetrolmile aboard. Everyone in the harbor wonders how they got here with a glistening white hull when we all have a disgusting yellow goo stuck to our sides?

Paul and Tina Cronengerger and their son Jody and daughter Jamie passed through. They left Lake Tahoe six-and-a-half years ago, bought God's Speed, a 52-ft Morgan yawl in Florida and have been cruising ever since.

Valahlla, a CSY 44 from Seattle also paid a visit. The owner, Wynn Kampe plans to take her around both capes. His crew, Steve La Rose and Joe Thompson, are puzzling





over how they feel about that.

The only other West Coast boat through here was *Black Pearl*, a Yorktown 33 from Los Angeles. Dale Knight is singlehanding her.

There was one other West Coast family. Chip and Karen Ireys, who used to live in Mill Valley, are running Moblue. Moblue is an 83-ft, New Zealand built luxury sloop registered in the Cayman Islands, owned by a Pakistani who lives in Hong Kong. Got that? They've got their kids, Justin, 13, and Jade, 9, along. They're on their way to Tahiti where the owner may or may not join them (they're awaiting word on the telex they have on board).

The anchorage is better than advertised. There is a breakwater that hasn't made it onto the charts (it's about where the chart shows a dock and has a two-second flashing green light on the end). There is also a pair of range lights in addition to the charted sector lights

The harbor's about the size of Clipper

IN LATITUDES



Cove by Treasure Island. And the week before I got here the port captain came out and warned everyone of a "tidal wave". No tidal wave but for half an hour there were 10 foot waves. Imagine 10 foot waves in Clipper Cove. Phew. Fortunately nobody dragged anchor or was hurt. While I've been here it's never been rougher than Hospital Cove at maximum flood.

The island is different than I expected. I'm not sure now what I expected — grass huts, minimal groceries, certainly no ice cream. I should have been tipped off when the phone people back home told me that yeah, I could phone from Hiva Oa. As a matter of fact, they told me, if I wanted to I could direct dial Hiva Oa from the U.S. Oh, sigh, you can direct dial paradise and suddenly it doesn't seen too far away, so romantic, so . . .

You can get a dazzling variety of things in the four stores in Atuona, the main village. Canned pate. They have it. Frozen leg of lamb. They got it. Want to rent a home video for your VCR (you listening, Bill Buckley?)?

Money and beer — what else could a cruiser possibly want?

They got 'em. But at prices that take your breath away. A six ounce jar of Goulden's mustard is \$2.50. A candy bar is \$1.50. Fresh vegetables are in short supply. But fresh French bread is cheap (30 cents) and so is canned New Zealand butter (\$1.20 a pound).

Did I mention the snack bar? Oh yeah, cheeseburgers, french fries, ice cream, cold beer. I won't mention the price. I mean, after a month-long passage how much would you pay for a burger, fries and milk shake?

Now about visas and bonds. The people here are just as confused about the rules as they are everywhere else. The gendarme, who speaks no English, is nevertheless pleasant and quite relaxed about it all. I got a year's multiple entry transit visa from the consul in San Francisco where I was told with a shrug that it might not be honored here. They honored it and as an extra bonus

I don't have to post my bond until I get to Papeete. Folks arriving without visas of any sort must post their bond here at the Indosuez bank (\$1,200). You can get it back at the branch in Bora Bora as you leave Polynesia.

Do you have to get out of French Polynesia before the hurricane season? There's a rumor to that effect. But try to get an answer. I'm working on the theory that good manners, charm and patience will overcome all. Watch this space.

robert 6/17/87

Cruise Notes:

Looking for an awful gift for friends headed on their first cruise to Mexico this winter? May we suggest you wade through the secondhand bookstores until you come across a copy of **Last Voyage** by Ray Kytle. It's a lovely tale of how a couple of deranged Mexicans, unable to make it in fishing or the charter business, have taken to making shark chow of sailors cruising along the coast of Baja.

While the book isn't exactly literature, it's a page-turner. And for once, the author obviously knows more than a little about sailing.

You'll have to excuse us, now that we've had a second to think about it, this is precisely the wrong type of book to give to first-time cruisers to Mexico. It will play on their fears and keep them from coming to know the wonderful people of that country. Veteran Mexican hands might find a little humor in the silly book, but it would be a fright-inducer for some novices. A better gift would be John Steinbeck's classic **The Log of the Sea of Cortez**. And there's nothing wrong with Peter Benchley's **The Girl From the Sea of Cortez**, either, which begins to touch on the spiritual nature of the region.

Somebody on Ishi writes:

"If you're sailing from Thursday Island to Darwin, Australia, Gove is the only place to stop along the way. There's an nice yacht club with very friendly people, swimming, golf, public gym, supermarket, post office and all the bauxite you can eat. It's a long walk — 14 kilometers — from the yacht club to town, but the bus is free and hitch-hikers don't have a long wait. All in all, highly recommended."

For those of you with nouveau palates,

CHANGES

please don't run down to the local gourmet shop asking for bauxite, the "Australian delicacy". Once thought to be a mineral, bauxite is actually a claylike mixture of hydrated aluminum oxides. It's the chief source of aluminum, from which we sailors get our masts and other fittings.

According to the superbly done **Cal 2-27 News**, a couple of former class members are now cruising the South Pacific — albeit in larger boats. Way back on March 31, Dale and Sandi Parshall (who formerly owned the 2-27 **Fetish**), set off for the Marquesas on their Norseman 447, **Denouement**. They covered 2,966 miles in 27 days. They've since moved on toward their ultimate goal of New Zealand.

A more recent departure was made by John and Mary Vetromile (formerly owners of the 2-27 Sea Star), who left for the Marquesas from Northern California on June 10. The Vetromile's current boat is another Cal, the 35-ft **Counterpoint**. Smooth sailing to both the cruisers.

Jon Paley writes from Cairns: "I was sorry to read about the attack, rape and robbery of a yachtie couple who had anchored off the Perlas Islands of Panama. In May of '86 I met a Dutch couple who were robbed at gun and knife-point while anchored off one of the Perlas; I believe it was Pedro Gonzales. The couple said the attackers snuck aboard at night and surprised them. I myself was anchored there in early April and noticed quite a bit of nocturnal boating. If you must spend the night off Pedro Gonzales, I recommend some serious guard duty."

Pedro Gonzales, by all accounts, is where a lot of Panama pot is grown and packaged for shipment to the west coast of the United States.

While we're on the unpleasant subject of crimes against cruisers, we should report on two other cases.

The first happened during Antigua Sailing Week not 150 yards from where our charter boat, **Big O**, was anchored. Two crewmembers returning to a Swan 65 one evening confronted two West Indians who were in the process of removing gear from the Swan. The thieves drew knives and slashed the crewmembers before making good their escape. They were never caught. It had been a bold heist, as the Swan was anchored smack in the center of half the

Antigua Sailing Week fleet. Antiguan officials were terribly upset about the incident, as they've energetically welcomed yachtsmen for years and have come to rely heavily on the dollars they bring.

Historically, Antigua has been a very safe island, and it's likely that the thieves had been attracted to the island by the scores of large yachts they knew would be in attendence for Sailing Week. Our opinion is that this was an isolated and uncharacteristic incident on that island. We felt very welcome at Antigua, no hostility at all from the locals, and hope to return as soon as possible.

The second incident took place on May 11 in the Tabago Cays, which are a few miles northeast of Union Island in the Grenadine region of the Caribbean. One cruising guide claims — and many Caribbean veterans would agree — that the Cays "are the epitome of tropical cruising".

Be that as it may, about noon on May 11, Rob Parker and Nick Conrad took the inflatable to do some snorkeling. They've never been seen since. In their mid-30's, both men were described as the outdoor type who could free dive to 60 feet. When the men didn't return, a whole series of searches were instigated. Friends and dive companies searched the reef; planes from the U.S. Coast Guard, Venezuela, St. Vincent and numerous private planes scoured 32,000 sq. miles but found not a trace of the men or the dinghy. Dottie Parker, Rob's wife, says the search was unprecedented and that she received cooperation from virtually everyone. But still no trace.

Unable to come up with any logical explanation for the men's disappearance, the two wives later recalled that sometime in the afternoon they had heard gunshots from the other side of Petit Tabac, the small cay where the men had gone to snorkel. They remember that scores of birds took to the air at the sound of the guns. Gun shots are not uncommon in the region, however. The Cruising Guide to the Caribbean notes: "For years I have been thoroughly disgusted with the so-called sportsmen who dash down to the cays in small motorboats and blast away at every animal in sight. Expended shotgun shells are everywhere, and the iguana and dove population have been decimated."

Sometime after the shots, the two women saw a boat leave the area in an unusual

direction, to the southeast, where the next land is South Africa many thousands of miles away. Because of a hill, all the women could see of the boat was the tops of the two masts.

The search for the two men was called off in late May, and there are few leads. The wives still hang on to the slim hope that their husbands are still alive, but as time goes on hopes fade. Dottie Parker, who has resolved to keep chartering the Shannon 51, Pegasus, herself, told Caribbean Boating that the disappearance doesn't mean that the cays or its people are necessarily dangerous. "I've never been to a place where the people are so friendly . . . both before and after it happened."

If anybody bumps into Steve Brown on **Southbound** (he should be in the Med by now), Marty and Sam on **Jordis** in New Caledonia would like to convey the following:

"Many moons have passed since we last saw your smiling face in French Polynesia! So often we have said, "Wonder whatever happened to "the Pinch"? It sure was good to receive some back issues of *Latitude* and find an article from you . . . magic! Since you're going so fast and since we're not in a hurry, it's uncertain when our paths will cross again. But we just wanted to say "Hi" and say "We love ya' babe!"

Freya 39's on the move. Beau and Annie Hudson of Lionwing are preparing to head for Mexico this winter season, and from there . . . well, plans are unclear. Fellow Freya 39'ers, Roy and Tee Jennings of Inverness are now in Sweden with Foxglove. They'd gone almost all the way around the world when they decided to head to Europe rather than through the Canal and back to California. They're said to be having a wonderful time. As for the lightning-striped Freya that we once owned, it's now based in Brisbane and has belonged to Jim Hogan of Moss Beach since the first of the year. Jim says he hopes to sail her to Chile; we believe he will.

The last thing we're going to say about Freyas is that Dr. Robert Woleb — known as 'Bob' to all his competitors in the first Singlehanded TransPac — is having a second Freya 39 built for himself. Like the first one, this one will also be called *Espial*; unlike the first one, this will be a pilothouse version with a double-spreader rig. Rupert Lyle of

IN LATUTUDES

the United Kingdom drew the lines for the new house.

Ken, formerly of Berkeley Marine Center, nominates the folks at Metz and Downwind Marine as good guys. When Ken, Gisele and Cargo pulled into Z-town, their three-year old Metz VHF antenna went belly up. They wrote a letter to Metz asking that a new antenna be sent to La Paz via Downwind Marina of San Diego. When they got to La Paz, a new antenna — and handwritten letter of apology — was waiting for them. "A company with a conscience," is what Ken of Cat's Cradle is calling them.

Ken and crew want everyone in the Bay Area to know that they're enjoying hurricane season in the Sea of Cortez and are uncertain of future plans. But they're sure of one thing: "Mexico and her people are great, that includes 99 percent of the officials!" If anyone wants to write Cat's Cradle, just drop them a line c/o Capitania del Puerto, La Paz, Baja California Sur, Mexico.

Incidentally, the La Paz region is said to be packed with boats this summer, even though the day temperatures almost always exceed 100 and the nights are in the 90's. There's the threat of hurricanes, too, but with lots of new mooring buoys in, everyone seems to prefer La Paz to Puerto Escondido, which is still in the process of being turned into . . . well, either a great development or modern ruins. The inner harbor at Escondido is so stirred up that most folks are staying out at the 'Waiting Room'

Bill Hall aboard the yacht Kehoor says, "pass the word on, Guam is a port worth spotting at for cruisers". Work is one of the reasons. With a community of 120,000, most tradesmen and professionals can find employment, and you can work as long as you want to build the cruising kitty without have to get a visa. Hall says there are several secure places to moor one's boat inexpensively. He pays \$40 to register his Columbia 36 for three years! He pays \$125 a month for his berth, which includes water and

What's the disadvantage of Guam? Typhoons. But Hall remains upbeat: "There are secure places for all but the "superphoons"

Guam is about 1500 miles east of Manila. While most west coast cruisers go south, Aldrene and Ron Lamb of Morgan Hill are going north to British Columbia with their West Wright Potter 19. As you might imagine, they'll be towing the boat north as opposed to sailing it up the Pacific. "We plan," they write, "to launch in Pender Harbor north of Vancouver, and sail, motor, paddle up Jervis Inlet and through the Malibu Rapids to Princess Louisa Inlet. Malibu Rapids can reach 12 knots, so we're going to have to go through there at slack water. It should be an interesting trip."

Having once worked right at the entrance to those rapids, we can attest to their speed. The tide fluctuations were something else, too. When people go around up there, they end up high and dry by 15 feet. But it sounds like fun to us, and we hope that Aldrene and Ron will snap a photographs.

Long time berth-holders at the Berkeley Marina may remember Rob and Lorraine Coleman, who sailed off to Mexico about five years ago on their Columbia 30, Samba Pa Ti. They have the boat up for sale now — see the Classy Classifieds — as they are going to buy another one before heading

A stitch in time saves nine. One of the lessons we learned a long time ago was that it's far better to get that dinghy up on deck in the calm of an anchorage rather than have to try — sometimes vainly — to drag it aboard on open water when the wind and seas have

We're reminded of this by Capt. Davey, who departed La Paz on May 29 for Isla Francisco, towing an inflatable raft behind him, a raft that contained a 45-gallon bladder of diesel fuel. When, just as they didn't expect, the winds came up to 40 knots with the typically viscious Baja chop. Naturally they couldn't pull the inflatable aboard, so sometime in the darkness the overstrained bow ring tore loose. A middle of the night search revealed nothing, so they retired to an anchorage at Isla Partida to plot the Avon's probable course.

. The following morning a VHF check brought the news that the Avon had been found — at Isla San Francisco, Davey's destination. The Capt. found it pretty embarassing that a drifting inflatable beat him to his destination, but as cruiser's have said for years, "Shit Happens".

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MUST SELLI Cal 24, dry, sleeps 5, galley, clean, 6 hp Evinrude, Cal 24 Assoc., San Mateo berth. \$3,800. Clare or Ed (415) 345-2702.

LASER WITH TRAILER. Good condition. \$1,400. Must sell. Call anytime. Benicia (707) 745-0530.

SID SKIFF 16-FT. Lapstrake, wooden. CB. Mast, sprit, canvas sail and accoutrements (anchor, chain, rode, oar locks, trailer, etc.). A good sailer and a good rowing boat. Pretty. \$2,800. Call (415) 388-7373.

24-FT YANKEE DOLPHIN. Exc. boat for Bay or Delta. Recent new sails 1985. 7.5 hp Evinrude '83. VHF, depthsounder, Signet knot/log, etc.A very reasonable slip is available in Alameda. Recent haulout. \$11,000/0B0. (408) 925-5921 days; (408) 972-8565 eves. Jerry.

CUSTOM BUILT FOR SINGLEHANDED TRANSPAC. Moore 24 has 10 sails, windvane, outboard motor, trailer with surge brakes, recent survey. Excellent condition. Make offer. Call Don (415) 854-0544.

CATALINA 25. 1980. Cleanest on Bay. New L.E. main. New Johnson 8. Tri-radial spinnaker. Pop-top, traditional interior. Liferaft, radio, stereo inside/outside, galley, head, custom teak work. Great cond. \$13,000. Tom (415) 595-4802.

CAL 20. Prime Sausalito berth. New Evinrude, race rigged, all lines lead to cockpit. Extra sails (2 spinnakers, 150%, etc.) Many extras. \$3,250/B.O. Mike A. (415) 781-1960 p.m.'s; 981-7030 work.

YAMAHA 25 II. Diesel, dodger, electronics, Harken furling, autopilot, mint cond. Cruise, race, live aboard. \$15,500 or best offer. Will trade for Santa Cruz 27 or Express. Call (415) 522-1561 after 6 p.m.

MERIT 25, 1983. Excellent condition, full race equipped, knotmeter, depthsounder, North sails, comfortable, sleeps 4, trailer, 5 hp o.b., new bottom, hardly used. Good local 1-design or PHRF racing, excellent family cruiser. \$16,000/B.O. Call eves. (415) 364-2169, 547-4761.

19-FT O'DAY JIMMIE RUTH. A lady's sailboat. Very pretty, fast, safe & exciting. Black hull with red trim & graphics by Pintail Graphics. \$2,900. Call Sandi or Robert, 332-4710 or come by Pier 3, berth 208, Sausalito Yacht Harbor.

CATALINA 22. Hull #13, built 1971, has fixed keel, North sails & Honda 7½ o.b. Great Bay boat in fine condition. Berthed in Sausalito. \$3,500. (415) 332-4645.

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1981 18-FT HOBIE CAT. With galv. Calkins trailer & galv. storage (cat) box. Race ready, Harken cam cleats, boat cover, extra mainsail & lots of extras. \$3,750. (415) 492-8119.

1977 SANTANA 22. 2 jibs, 6 hp o.b. Coyote Point berth. \$3,300/offer. (415) 572-4730.

LIDO 14. Hull 3586. Clean. New sails, CB, rudder, tiller. Trailer & lights in good working order. Great first boat or family boat. Dry stored Oakland Estuary \$25/mo. \$1,300/OBO. Call George (415) 530-1988.

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SANTANA 22. Great shape, very clean. #565. 2 mains, storm, working & genoa, marine head, dining table, VHF, knotmeter, compass, 5 hp o.b. Newer rigging & all improvements. Richmond berth. Moving, must sell. \$3,995/OBO. Glenn (408) 438-3299.

SANTANA 525 BREAKING WIND. Shad Turner design. Fast, fresh water, main, 150, 150 Pineapply mylar, 110, 3/4 oz. spinnaker & gear, o.b., km, compass, much more. Fire destroyed business. Must sell. (916) 333-1586.

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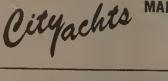
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MOORE 24 RACING YACHT. Ready for Bay racing. Berkeley berth. \$6,000 or best offer. Eves. or machine (415) 339-3983.

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25-FT PEARSON SLOOP. Excellent condition. Recent major overhaul. All new interior cabinetry. All new electricals. Almost new o.b. New lifelines, compass, bilge pump, heavy wind jib, halyards, etc. Smooth & effective sailing. Spacious interior. Asking \$8,000. Richard (415) 663-1704.

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S2 7.3 PERFORMANCE CRUISER. Fast, well-balanced 24' w/7.5 Honda. Bristol cond. Sleeps 4 w/galley & head. New: standing rigging, working jib, Datamarine knotmeter, Newmar battery charger, interior cushions, etc. Upgraded winches. Teak interior. \$12,000. (408) 288-5092.

DUFOUR 24 FOR SALE. 1975 M.D. II Volvo diesel, epoxy bottom, Micron finish, depth-sounder, knotmeter, VHF. \$12,900. Call (707) 557-3800.

BEAR BOAT 23-FT #45 Orsa Bella. Classic wooden sloop completely rebuilt in 1981 & maintained in outstanding condition, recently outfitted for racing & cruising. 1986 Perpetual Champion. Full cover, 71/2 hp Evinrude, Barients, etc. Sausalito berth. \$8,000, 397-1700 or 669-7307.

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26—35-FT

1979 LANCER 30'. Owner leaving area. Four sails, wheel steering, new bottom paint. Diesel, km, comp, depth, many other extras. Will consider smaller trailerable boat in trade. Asking \$24,000. Will negotiate for quick sale. Vallejo berth. (707) 745-4614.

CHEDY LEE 26-FT FRISCD FLYER. Teak on oak frames, beautifully maintained, full boat cover. Recent Sutter main, boom, rigging. 20 hp rebuilt i.b. gas eng. Completely equipped. Berkeley berth. Our toddler hates sailing. \$9,500. (415) 526-3259.

FAST, ROOMY & CHEAP! Our Pearson 28 has the same speed, sturdy rigging, cabin & cockpit space as many 30-32 footers. Perfect low-cost, low-maintenance boat for Bay & coastal cruising. 3 sails, Atomic 4 i.b., 5 generous berths (new cushions), 6' hdrm, full galley, roomy enclosed Lectra-San head, knot/log, depth, VHF, long equipment list. Great condition, hauled 4/87. \$26,000. Located at Oyster Pt. Call Bob Taylor, wk: (415) 856-9400; hm: (415) 538-7089.

CRUISE THE SEA OF CORTEZ. Nor'Sea 27, 1977. Equipped to cruise world. SatNav, WX-FX, Ham, Yanmar dsl, dingy & motor, 5 sails. \$32,500. Wr: The Beagle, San Carlos Marina, Box 565, Guaymas, Sonora, Mexico or call (915) 694-8708 leave message.

ERICSON 29. New LPU paint, wheel, ds, km, ws/wd, compass. Delta cover, chrgr. 25 hp Greymarine, mid-boom sheeting. Seafurl 130, 2 Danforths. \$23,500. See at slip #15 Marina Plaza, Sausalito. (415) 388-7570 Keep trying!

CATALINA 30. Excellent condition, fully equipped. Better than new. (702) 831-1756; (415) 283-3837, ask for Judie.

SAN JUAN 28 - \$19,500. Well stewarded 1978 racer/cruiser, 4.5 years fresh water, galley, head w/new tank, recent survey & rigging tuneup, Atomic 4, shorepower, ds, BBQ, excellent shape! 383-0132.

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IF YOU OWNED A BEAUTIFUL 1982 35'5 Bristol yacht that you were unable to use, wouldn't you sell it? Asking \$56,900. Call eves. & weekends. (408) 286-5363.

ALBERG 35, 1965. Completely restored, new LP, new chrome, 5 excl. headsails, new North main, Westerbeke 4-107, Barient 27 ST's, Espar heater, Edson wheel, Autohelm 3000, ICOM, Cold. Mach., new interior, windlass, numerous extras. (206) 365-3888; 363-5774, Seattle.

MUST SELL SANTA CRUZ 27. Excellent condition, trailer-sailed, Guava seeks new owner who is seeking a bargain. \$10,000 includes trailer, 6 sails, VHF. All reasonable offers considered. If you're interested, let's talk. (408) 423-9902 or (415) 924-8421, evenings or weekends.

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BALBOA 26-FT. Excellent cond., sleeps 5. Solid cruiser, perfect family or fishing, sails excellent, trailer excellent. Much TLC. \$8,700 firm. Evenings (602) 946-9033.

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C&C 35 Mark I, 1971. Easy to handle, a pleasure to sail. New rigging one size larger. Engine overhauled. New mainsail & epoxy bottom. Great cruising boat. Bristol cond. By original owner. \$43,500 in Richmond YC berth A3. Eves. (415) 235-0184 or 948-6613 owner financing.

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CAL 2-29. 1974 Cal 2-29. New diesel & rigging. Wheel steering & windvane. Fathometer, knotmeter & loran. 3 jibs. 2 sets ground tackle. Well maintained & in excellent condition thru-out. Asking \$22,500. (707) 224-2884.

CATALINA 30, 1978. Atomic 4, wheel, loran, marine radio, knotmeter, depthmeter, stereo fm/tape, Combi Autohelm 3000, dodger & awning, 4 jibs & cruising spinnaker, bug netting, bottom painted 5/87. \$29,000. (415)

FDR SAIL: 1971 ERICSON 32. Loaded with inventory, well-maintained. Sail & Atomic 4 engine, 3 yrs. old. New am/fm stereo radio & offshore radio. \$29,500 or best offer. Call (415) 345-2674 or (415) 726-9219.

ERICSON 32 FOR SALE. Fast but forgiving 1974 in good condition. 5 sails, rebuilt Atomic 4, VHF, knotlog, ds, pressure water & more. Sleeps 6. Alameda berth. Great cruise or liveaboard. \$24,900. Call (408) 253-3760 or (408) 737-2000 ext. 3278.

1981 FLICKA. Excellent condition with VHF, depthsounder & autohelm. Ivory hull & green trim. Three sails with 10 hp o.b. Asking \$18,500. Evenings (707) 448-1147.

DIVORCE SALE. Excalibur 26. Excellent condition. New main & interior cushions. 125%, 150% genoa, spinnaker, Evinrude o.b. Ground tackle, enclosed head. Very clean. Perfect Bay boat, Berkeley berth. Must sell. \$6,500/best offer. Must sell. (415) 939-7919

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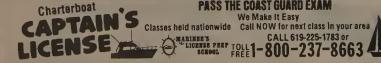
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ISLANDER 30 MKII. This 1976 boat is one of the most popular fleets on the Bay. It is loaded with 9 winches, 4 sails, pedestal steering with compass, knotmeter, depth-finder & a 3-year-old diesel. Must sell. \$21,500. (415) 820-5954.

YAMAHA 33. Beautiful boat in excellent condition. Includes new main sail, depth gauge, radio, compass, fire extinguisher & much more. Maintenance records available. Appraised \$39,000. Price to sell \$32,500. Call (415) 788-3521 & ask for Joe.

ISLANDER 28. 1984. Treated with tender loving care. Yanmar dsl. eng. Knotmeter, depthsounder, VHF, 110% jib, storm jib, beautiful teak interior. Must see to appreciate. \$34,000/OBD. Eves. (415) 331-7267.

26-FT THUNDERBIRD SLOOP. Good condition, factory built. New main, rebullt 10 hp o.b. Newly painted. Great racer/cruiser. Many extras. \$4,400. Earl (415) 471-2723.

KNARR 136. Built in Denmark 1984. Absolute bristol condition. Teak decks, new Sobstad sails, full summer cover & winter cover. Beautifully maintained thru-out the year! Price: \$25,500. (415) 435-3286.

HUNTER 30, 1983. Excellent condition. Yanmar diesel, h&c pressure water. Refrigeration, ds, VHF, km, wheel, all lines lead aft. See any weekend at Marina Bay YC #18, Richmond. \$32,000. Call (916) 966-6473.

"WINDSONG" 26-FT INT'L 1969 FOLKBOAT Fiberglass. BMW i.b. new in Dec. '84, approx. 60 hrs. All new North sails. New furling jib ('86), WInd Angel ('86), knotmeter ('69), wind speed ('86), new dodger, 4 Barient #10's, bow pulpit & stern railings, dbl. lifelines & gate, spinnaker pole + all gear, Perko switch, new cushions ('86), Horseshoe Jim Buoy, Olin Alert/locate kit, Porta-potti, Danforth #13, line 50", chain 10'. Boat is in great condition. Ask for Bob, (408) 446-3800 days & eves. \$14,750.

OUTCH MAIO 30. Great Bay/Delta boat. Full keel wooden sloop built in Holland in 1958. Volvo-Penta MD-2B, Digital ds, VHF, refrigerator. Almost new main, storm jib & spinnaker. Last haulout 10/86. Asking \$9,500/OBO. Phone (707) 552-8389.

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AMERICAN 26. VHF, depthsounder, yacht specialties, wheel steering, 9.9 hp o.b. Builtin ice chest, 3 sails, anchor & rode, lifevests, with E-Z Loader trailer. \$9,000. (415) 363-2158.

CAL 2-29. 29' super cruiser/racer. Diesel, wheel steering, excellent sail inventory, VHF-FM radio, knotmeter, depthfinder, RDF. Loaded with extras. Top condition, never raced. Price reduced for quick sale. (415) 697-2525; (415) 574-5353.

RANGER 33. Fine 1978 yacht in excellent condition. A fast, stable cruiser, welldesigned & maintained, berthed in South Beach Harbor. Atomic 4 gas engine runs well, low hours, VHF, Fathometer. Driginal owners. Asking \$33,000. (415) 322-2551 or (408) 425-5351 evenings.

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CAL 2-34 1976. 4-cyl. dsl., wheel steering, roller furling, autopilot, teak interior, CNG store & oven. Days 592-1044; eves. 349-4901.

PRETORIEN 35. Luxurious bluewater performance cruiser. Beautifully maintained. Impeccable workmanship thru-out. No better quality production boat available anywhere! Full electronics, dodger, Hi-Seas heater. Launched 1984. Best priced Wauquiez on the West Coast. \$75,000. Roland Nikles (415) 235-5568.

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FRISCO FLYER III. 1967, 26-ft Cheoy Lee sloop. Superb condition & lovingly maintained, fiberglass hulled cruiser w/teak trim & interior. Penta i.b. dsl, boat cover, VHF, depthsounder, compass. Sleeps 4 w/galley & head. Asking \$16,500/DBO. (415) 883-9049.

ERICSON 35. If you are considering a new Ericson 35, see this "better than new" 1986 custom beauty. Full electronics, Loran, refer, electric windlass, Autohelm 5000, Harken furling, UK sails, dodger, Birnini, etc. Over \$25K in custom upgrades: \$80,000. (805) 834-7623.

WESTSAIL 28 - STOLEN. No name on blue & white hull. Portland on stbd aft. Pices 27 hp diesel. WDR 967 HX on bow. CA registered CF 2779 JD "MAHDUT", W 28/22 on white main. Last seen Eureka, CA end of June. Call Randy Davis (707) 986-7794.

PEARSON VANGUARD 33. Pressure water, autopilot, digital km, spinnaker pole, new head, VHF-FM. Recent eng. work. Inflatable dinghy. Sleeps 6. \$25,000. 881-8222 weekdays; 582-8646 eves. & weekends.

TARTAN 30. S&S design quality sloop. VHF, ds, RDF, Atomic'4, 2 anchors, extras. All new rigging. Beautiful condition. \$24,500. (415) 339-9692.

LOOKING FOR A BARGAINII Cal 28, f/g, Atomic 4, 6 sails, fresh paint, autopilot, depthsounder, VHF, galley. Great Bay boat, large cockpit, excellent condition. \$9,500. Must sell!! (408) 246-3464 or (408) 245-5129.

CHEOY LEE LION 35. A bristol condition classic. F/g hull, VHF, stereo, autopilot, diesel, Loran, refrig, 6 sails, depthfinder, h/c press. water. A real looker. \$39,000 or possible partnership. Contact Bob (415) 531-4817

BABA 30. Comm. 1985, immaculate, loaded with goodies. Cutter or sloop. Wishboned staysail, 2 rollerfurled jibs, main jiffy reefing, 2-spd self-tailing winches, Achilles w/Honda 2 hp. Speed/depth, \$1,000 stereo, autopilot, Delta cover, etc., etc. Asking \$86,000. (707) 539-0518.

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CATALINA 30. Bristol condition. Atomic 4 dsl, fresh water cooled, wheel steering, Marine radio, knotmeter, depthfinder, Autohelm, deluxe teak interior, lots of brass, refrigerator, phone, shorepower, press. water, shower, stereo FM/tape, tabernacled mast w/electric winch. \$28,900. (408) 423-6134.

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1972 ERICSON 35-FT SLOOP. Fast, roomy, interior, wheel w/optional tiller. North salls. New rigging & LP hull paint 1984. Atomic 4, VHF, loran, depth, stereo radio/tape. Avon w/o.b. Double lifelines. \$37,000. (209) 478-2124 weekends.

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ISLANDER 30 II. Very clean, new bottom paint. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette Interior, cockpit cushions & sun shade. \$20,500. Eves. (415) 948-6935; days (415) 365-0412.

FOR SALE - CAL 28. Fast, roomy, completely new rig, fresh bottom, custom interior, 7 sails including spinnaker, VHF, RDF, km, ds, stereo, propane stove & oven, Alameda sllp, just surveyed. Asking \$16,000. (415) 522-3123; (415) 895-9115 ext. 288, ask for John.

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1978 CATALINA 30-FT. Atomic 4, wheel steering, new interior, roller furler, dodger, VHF radio, cockpit cushions, barbeque. Fully equipped & in immac. cond. Asking \$29,500 or see 1/2 interest. Ph: (916) 547-3921 or (916) 243-8556.

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CAPE DORY 27. Commissioned 1980. Documented, white hull & spars. Yanmar dsl, dodger, Autohelm, SatNav, depthsounders, freezer, furling, electronics. Complete cruising inventory. Prof. prepared this year for N.Z. trip. Ideal performance singlehander. \$35,000. Call after 8 p.m. (213) 553-1763.

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CATALINA 27. 1978. One owner. Traditional int. Honda 10 hp o.b. 2 sails: 150 & 90. Singlehand & spinnaker rigging, safety & cruising equipment + extras. Asking \$12,000. Would consider trade for Runabout/ski boat or motorhome. (415) 691-7337 days or (415) 634-7647 eves.

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36-FT-45-FT

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BIG, WELL-EQUIPPEO 36-FT CENTER COCKPIT KETCH. 62 hp Volvo dsl, f/g hull, teak galore. Captain's cabin aft. I've put 100K into this beauty. Perfect for cruising or living aboard, she will also catch salmon. Let's deall Cash, property? (415) 937-6495.

UNION 36 - 1985 CUTTER. Rigged cruising sailboat. Perkins 4-108, knotmeter, depth-meter, VHF radio, Avon inflatable & many custom interior features. Like-new condition. Other interests forces sale. \$75,000. (408)

42-FT GAROEN PORPOISE KETCH. Custom built in 1975 by Ron Amy in Taiwan. Center cockpit, huge aft cabin, 2 heads, stall shower, freezer, refrigerator, autopilot. 1½" mahogany over oak. The ultimate wooden liveaboard/crulser. Needs attention. \$35,000.

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page 185

42-FT PEARSON, 1981 KETCH. Immac. cond., well-equipped. Exc. layout for cruiser/liveaboard. Abundant storage, 6'4" hdrm, sep. shower. Westerbeke 58 hp diesel (500 hrs.). Light, airy & comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.

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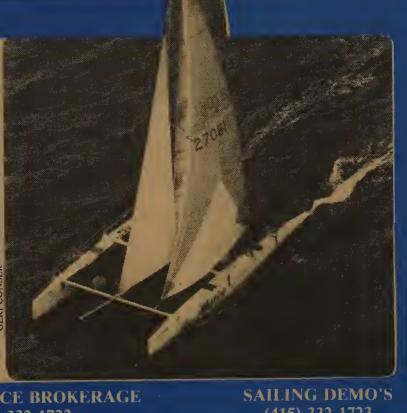
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Alexander & Alexander 38
Al's Marine
Ample Power
Anchors Way Boat Yard 78
Anchorage
Brokers & Consultants 2S
Arena Yacht Sales
Armchair Sailor, The41
BABS7S
Bailiwick, Inc 61
Baja Charters30
Bald Eagle Enterprises 30
Ballenger Spars 82
Bay Riggers, Inc
Baytronics80
Bellhaven Marine
Benicia Marina24
Berkeley Marina 125
'Big O' Charters 164,165
Bilge Busters 81
Blue Dolphin Yachts 194
Boater's Friend 12S
Bock, Chris, InstrumentsSS
Bottari, Holland & Sweetman . 149
BSA Stanford
Brisbane Marina60
Cables Unlimited
Cal Coast Marine
Cal-Marine Electronics 83
California Custom Canvas SS
California Maritime Academy . 190
California Sailboards 80

Caprador Yachts
Cass' Marina
Club Nautique
City Yachts 200
Corlett & Blasier 199
CRC Chemicals
Cruising World
Yachts
Cutters Quality
Wood & Boatworks 28
D'Anna Yachts 2
Detco Marine 61
Dickerson, R.E., Insurance 60
Downwind Designs 81
Dunne, Michael F., Insurance 83
Eagle Yacht Sales46
Edgewater Yacht Sales 191
Edinger Marine Services 24
Emery Bay Cove
Encinal Fuel Depot7\$
Fairweather Marine31
Farallon Yacht Sales46
Feeney Wire and Rope 137
Fernandez Boat Works 32
Gianola & Sons, Inc 23
Glen Cove Marina 61
GMAC22
Golden State Diesel80
Bill Gorman Yachts 195
Hands For Hire 60
Hatler, Don, Yachts 49
Haynes Sails81
Helms Yacht Sales 19
Holly Solar Products 62
Hogin Sails

Hood Sailmakers27
Hulse Spars
Island Passage81
Island Yacht Sales
Johnson-Hicks 29
Jones, Peter, Yacht Brokerage 196
Kappas Marina60
Kelly McCall Studios
Kensington
Yacht & Ship Brokers192
Key Financial Services 73
Landfall Marine 85
Larsen Sails 64
Leading Edge Sails 62
Lee, Bill, Yacht
Lee Sails
Mahina Cruising Services 136
Margas
Marin Boat House65
Marine Engineering 85
Marine Fire Protection Service . 82
Mariner Sq. Yachts S6,193
Maritime Electronics 48
Maritime Store, The 61
Marks Clarks Insurance 82
Maskell Marine 65
McGinnis Insurance 32
Metal Magic 177
Milano Yachts 196,197
Monterey Bay Fiberglass 178
Moorings
Mr. Frogman
Napa Sea Ranch
Navico
Nau-T-Kol
NCMA
Nelson's Marine
Nicro Fico 28
Nonsuch Yachts

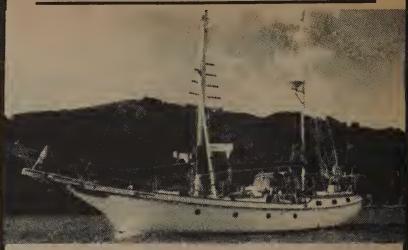
Olympic Circle
Sailing Club 66
O'Neill's Yachts
Outback Boats 136
Outboard Motor
Shop, The
Pacific Coast Canvas 6
Pacific Delta 67
Pacific Yachts 6
Paradise Charters 21
Parker, Kermit, Yacht Sales 198
Passage Yachts 4,S.7
Peninsula Marine Services \$4
Pineapple Sails
Pioneer Marketing16
Pitchometer 178
Point Ballena 69
Proper Tighe Marine 1 \$3
Pryde Sails, Neil
Repo Hot Line
Richmond Boat Works 35
Richmond Yacht Service 178
Royal Yachts Inc
Ruby for Charter
Rutherford's Boat Shop 177
San Francisco
Bay Boat Brokers 196
San Francisco
Boat Works84
San Francisco Yacht Service 80
San Leandro
Marine Center72
Sanford-Wood Marine28
Sausalito Multihulls 189
Sausalito Yacht Sales 194
Scanmar Marine Products 47
Seabreeze Ltd 80
Seabreeze Boat Yard74
Seagull Marine 40
Seapower Marine
Shore Sails
Slocum Yachts

Oakland Rim & Wheel

mith & Co
outh Beach Harbor 20
outh Shore Yachts34
pinnaker Shop, The
tanford University 1S3
tarbuck Canvas Works 45
tockdale Marine
tone Boat Yard
unset Yachts8,9
utter Sails63
vendsen's
Boat Works58
atoosh Marine 100,101
edrick Higabee Insurance67
homson, Charles
Thomson, Charles Yachts Ltd
nunderbird Tacht Sales 173
radewind Instruments Ltd 17
Jimer Kolius Sails
Jniversity Avenue
Boat Supply 136
J.S. Yacht Bureau78
/ancouver Yachts
/oyager Marine
Valnut Creek Honda 82
Weatherford BMW79
West Coast Inflatables78
West Marine
Products
Western Chrome Plating80
Vestwind Precision
Boat Details23
Wilson, Don, Yacht Sales 38
Whale Point Marine62
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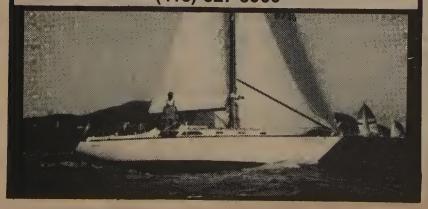
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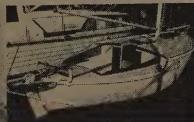
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ı		re in Alameda —		OU NEED DIRECTIONS TO OUR OFFIC		

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I am interested in: Power - Sail - Price range Length: (20'-25', 25'-30', etc.) Type: (Fish/Ski, Cruise/Race, etc.)_



BLUE DOLPHIN YACHTS

1120 BALLENA BLVD., ALAMEDA, CA 94501 (415) 865-5353

OPEN 7 DAYS — EVENINGS BY APPOINTMENT



GULESTAR 50

Ketch, diesel, dinghy, inflatable, depth, knot, WF, WS. Lots of gear. The ideal liveaboard.



PERRY 47

Cutter, diesel, autopilot, SatNav, knot, depth, WP, WS, set up for cruising.



PETERSON 44

Two double staterooms. Diesel, generator, Halon, Autohelm. All the amenities



GULFSTAR 39

This boat has everything—radar, Loran, autopilot, davits. Complete and ready!



PEARSON 34

This boat is clean. The perfect boat for the family. Don't let this one pass you by!



CATALINA 27

Inboard diesel, wheel, depth, VHF. The perfect Bay boat.



O'DAY 25

We have two! Both with trailers. Immaculate interiors. Very versatile boats.



US YACHT 25

This boat has been mostly a freshwater boat. Diesel, VHF and much more.

SAUSALITO YACHT SALES

SELECTED BROKERAGE

28	Islander, 1982, dsl, cruising spinnaker, 2 jibs, good equipment
	list, cruise or race, great value\$26,900
27	
27	
27	Catalina, 1985, diesel
32	
30	Baba, 1984, all the gear
30	
32	Fuji ketch, 1976, Pisces diesel\$47,500/Offers
35	Custom Steel sloop, Pilothouse\$55,000/Offers
353	Cheoy Lee, 1981, diesel, cruise\$59,000
35'	Garden ketch, teak hull, diesel\$37,000
36'	Ravage, 1981, neat PHRF racer\$41,000
36'	Islander Freeport, 1980, Motorsailer\$66,000
36'	Islander 36(3) from \$45,000
36'	Pearson 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log,
	km, wd, ws, refrig, gd sail inventory, plus plus Asking \$65,000
36'	Angleman, 1977, f/g ketch, full keel\$55,000
37'	Islander, diesel, cruise potential\$36,000
39'	Cal 39, 1977, Perkins 4-108, spinnaker, 150, 110,
	Barient S/T 32's, plus plus\$69,000
40'	Cheoy Lee Offshore, 1972, Westerbeke diesel, nicely maintained.
	out fitted to cruise\$80,000
41'	Sea Tiger, ketch, blue water cruise and liveaboard\$79,000
43'	C&C, 1973, nice layout\$78,000
45'	Brewer, 1978, dsl, ctr ckpt ketch, teak interior\$110,000
45'	Fuji ketch, 1977\$139,000/Offers
57'	Chris Craft, 1972, Flush Deck & Flybridge\$192,500



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why... Available for inspection at our dock. \$58,900.00. Now With Lead Ballast!

BAY & HUMBOLDT STREETS, SAUSALITO (415) 332-5000

SAUSALITO YACHT SALES

ORMAN

SAILBOATS

25' MERIDIAN, new diesel		14,500
27 ERICSON	3 frm	17,950
		20,000
29' CAL		29,500
29° CAT 2.20		30000
	14.1	
29° CAL 2-29 29° CAL 2-29 29° COLUMBIA 8-7	Zarm	27,900
MF BRISTOL, new sail		37,300
30' C&C 30' ISLANDER MKH		38,950
30' ISLANDER MKIT	2 frm	28,500
30' HURRICANE		7,500
30° CAL 3-30		
		29,950
30 CAPE DORY		44,000
30' CATALINA		29,000
30" ALBERG	. 2 frm	27.250
30 CAL		19,950
32 VANGUARD	9 6mm	25(89)
TANGE AND COM	4 HH	
32 CHALLENGER 32 TRAVELLER 32 WESTSAIL	. Zum	34,500.
32 TRAYELTER		49,500
32" WESTSAIL	2 frm	33,121
33' RANGER		34,500
34' O'DAY		49,950
34 WYLIE Custom		43.117
ne Willie Custom		
34' HUNTER		49,500
35: CHEOY LEE Lion, f/g		39,950
35 ERICSON		37,500
36' CHEOYLEE 36' ISLANDER, diesel 36' J/36, tall rig 36' PEARSON		75,000
16 ISLANDER diecel	3 frees	48,500
36' 1/36 tall ris		85100
30 J/30, taning		
36' PEARSON	Zirm	65,500
37' SOVERAL		35,000
37 TAYANA		83,000
37 C&C.,		79,900
38' HANS CHRISTIAN		89,500
DO RESINO CHARLOS DESCRI		
FOR DECK DECAME		
38 PEARSON:	Reduced	125,000
38 ALALULEA	Reduced	79,000
39" CAL CORINTHIAN	Reduced	
38' ALALULEA 39' CAL CORINTHIAN 39' CAL tricabin		79,000
38' ALALULEA 39' CAL CORINTHIAN 39' CAL tricabin		79,000 72,000 89,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL tri cabin 40° MARINER		79,000 72,000 89,500 68,800
38" ALALULEA 39" CAL CORINTHIAN 39" CAL tri cabin 40" MARINER 40" PEARSON		79,000 72,000 89,500 68,800 84,950
38" ALALULEA 39" CAL CORINTHIAN 39" CAL tri cabin 40" MARINER 40" PEARSON 41" CT, a beauty		79,000 72,000 89,500 68,800 84,950 81,900
38" ALALULEA 39" CAL CORINTHIAN 39" CAL, tri cabin 40" MARINER 40" PEARSON 41" CT, a beauty 43" AMPHRITE ketch		79,000 72,000 89,500 68,800 84,950 61,900 169,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, threabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330		79,000 72,000 89,500 68,800 84,950 51,900 189,500 144,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON		79,000 72,000 89,500 68,800 84,950 61,900 169,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON		79,000 72,000 89,500 68,800 84,950 51,900 189,500 144,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA		79,000 72,000 89,500 68,800 84,950 51,900 189,500 144,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA		79,000 72,000 89,500 68,800 84,950 81,900 169,500 144,500 120,000
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 42° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL		79,000 72,000 89,500 68,800 84,950 81,900 169,500 144,500 120,000
38" ALALULEA 39" CAL CORINTHIAN 39" CAL, tricabin 40" MARINER 40" PEARSON 41" CT, a beauty 43" AMPHRITE ketch 43" SPENCER 1330 44" PETERSON POWERBUA 24" SEARAY 25" BONUM, DIESEL 26" TOLLY	8	79,000 72,000 89,500 68,800 84,950 169,500 144,500 120,000 15,500 54,000 31,950
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 42° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL	8	79,000 72,000 89,500 68,800 84,950 169,500 144,500 120,000 54,000 31,950 27,590
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY Exp 27° SEA RAY	8	79,000 72,000 89,500 68,800 84,950 81,900 169,500 144,500 120,000 15,500 94,000 31,950 27,500 52,800
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERSOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY Exp 27° SEA RAY	8	79,000 72,000 89,500 68,800 84,950 81,900 169,500 144,500 120,000 15,500 94,000 31,950 27,500 52,800
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, tricabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERSOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY Exp 27° SEA RAY	8	79,000 72,000 89,500 68,800 84,950 81,900 69,500 144,500 120,000 15,500 54,000 31,950 27,500 52,800 24,750
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, threabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR	6	79,000 72,000 89,500 68,800 84,950 81,900 120,000 15,500 54,000 31,950 27,590 52,800 24,750 55,000
38° ALALULEA 39° CAL CORINTHIAN 39° CAL Incabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEA RAY WKENDR 31° SEAHORSE CLIPPER	6	79,000 72,000 89,500 68,800 84,950 81,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, threabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA	6	79,000 72,000 89,500 68,800 84,950 81,900 169,500 144,500 120,000 31,950 24,750 52,800 24,750 55,000 49,950 46,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LINCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB	6	79,000 72,000 89,500 68,800 84,950 81,900 159,500 144,500 120,000 15,500 54,000 31,950 27,590 52,800 24,750 55,000 49,950 46,500 47,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, threabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA	6	79,000 72,000 89,500 88,800 84,950 81,900 109,500 144,500 120,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LINCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB	6	79,000 72,000 89,500 88,800 84,950 81,900 109,500 144,500 120,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000
38° ALALULEA 39° CAL CORINTHIAN 39° CAL INCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 41° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB 34° SEA RAY SB 34° SEAHORSE	6	79,000 72,000 89,500 68,800 84,950 81,900 129,500 144,500 120,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, Inicabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY Exp 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 41° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB 34° SEA RAY SB 34° SEAHORSE 35° VIKING	6	79,000 72,000 89,500 68,800 84,950 81,900 179,500 120,000 15,500 54,000 31,950 27,500 52,800 24,750 54,760 49,950 46,500 47,500 115,000 76,700 99,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LICABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 11° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEA RAY SE 34° SEAHORSE 35° VIKING 35° CHRIS	6	79,000 72,000 89,500 68,800 84,950 81,900 169,500 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 47,500 115,000 76,700 99,500 59,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LICABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY Exp 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 11° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 55° VIKING 35° CHRIS° 36° SEAHORSE	6	79,000 72,000 89,500 68,800 84,950 81,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL INCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS' 36° SEAHORSE 39° CHIEN HWA	1	79,000 72,000 89,500 68,800 84,950 81,950 120,000 15,500 54,050 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL INCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS' 36° SEAHORSE 39° CHIEN HWA	6	79,000 72,000 89,500 68,800 84,950 81,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL INCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS' 36° SEAHORSE 39° CHIEN HWA	1	79,000 72,000 89,500 68,800 84,950 81,950 120,000 15,500 54,050 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, Incabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 11° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB 34° SEA RAY SE 34° SEAHORSE 35° VIKING 35° CHRIS' 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° PT_diesel	Reduced 2 frm	79,000 72,000 89,500 88,500 88,950 84,950 81,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500 102,800 Offers
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LITCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 33° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° PT, diesel 42° GRAND BANKS	(S)	79,000 72,000 89,500 68,800 84,950 81,900 155,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500 102,800 Offers 99,500 155,600
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LINCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 31° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS 36° SEAHORSE 39° CHIEN MWA 41° LUHRS 41° PT, diesel 42° GRAND BANKS 43° GULFSTAR	Reduced 2 frm	79,000 72,000 89,500 88,500 68,800 84,950 83,900 155,500 155,500 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 59,500 79,500 102,800 Offers 90,500 155,600 149,950
38° ALALULEA 39° CAL CORINTHIAN 39° CAL LITCABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEI 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WENDR 41° SEAHORSE CLIPPER 31° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHIRS 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° LUHRS 41° LUHRS 41° PT dieseil 42° GRAND BANKS 43° GULFSTAR 43° VIKING	Reduced 2 frm	79,000 72,000 89,500 68,800 84,950 81,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 49,950 46,500 47,500 115,000 76,700 99,500 102,800 00,50,500 79,500 102,800 00,600 102,800 00,600 102,800 00,600 102,800 00,600 102,800 00,600 102,800
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, Inicabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR AP SEAHORSE CLIPPER 32° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° PT diesel 42° GRAND BANKS 43° GULFSTAR 43° VIKING 44° GULFSTAR	Reduced 2 frm	79,000 72,000 88,500 68,800 84,950 81,900 129,500 144,500 120,000 31,950 27,500 24,750 55,000 49,950 47,500 115,000 76,700 99,500 19,500 102,800 Offers 99,500 115,600 149,950 1155,600 149,950
38° ALALULEA 39° CAL CORINTHIAN 39° CAL URABIN 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR 41° SEAHORSE CLIPPER 32° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS° 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° PT, diesel 42° GRAND BANKS 43° GULFSTAR 43° VIKING 44° GULFSTAR 44° MARINE TRADER	Reduced 2 frm	79,000 72,000 89,500 68,800 84,950 87,900 120,000 15,500 54,000 31,950 27,500 52,800 24,750 55,000 47,500 115,000 76,700 99,500 19,500 102,800 Offers 99,500 195,600 149,950 195,600 195,600 195,600 195,600 195,600 195,000
38° ALALULEA 39° CAL CORINTHIAN 39° CAL, Inicabin 40° MARINER 40° PEARSON 41° CT, a beauty 43° AMPHRITE ketch 43° SPENCER 1330. 44° PETERSON POWERBOA 24° SEARAY 25° BONUM, DIESEL 26° TOLLY 26° SEA RAY EXP 27° SEA RAY 28° FIBERFORM 30° SEA RAY WKENDR AP SEAHORSE CLIPPER 32° CHEIN HWA 34° TOLLY TRI-CAB 34° SEAHORSE 35° VIKING 35° CHRIS 36° SEAHORSE 39° CHIEN HWA 41° LUHRS 41° PT diesel 42° GRAND BANKS 43° GULFSTAR 43° VIKING 44° GULFSTAR	Reduced 2 frm	79,000 72,000 88,500 68,800 84,950 81,900 129,500 144,500 120,000 31,950 27,500 24,750 55,000 49,950 47,500 115,000 76,700 99,500 19,500 102,800 Offers 99,500 115,600 149,950 1155,600 149,950

FEATURED YACHT



FUJI 45' 'WAYWARD'

A John Alden design built to exacting Japanese standards. A full keel ketch rig long distance cruiser. Autopilot, Loran C. Aft cabin. Just reduced ... \$139,500.



▼CATALINA 38' 'SILVER LINING'

One of the nicest, well-kept 38's on the Bay. Spinnaker rigged, CNG plus more. One-design fleet . . . \$69,500.

ERICSON 32' 'REXFORD I'

You can buy a 32 footer for what a 27 or 29 costs. Recent bottom paint. Boat needs very little work. A wheel steer, inb gas. Don't miss this one. Now . . .



▼ENDEAVOUR 40' 'CELEBRATION'

Center cockpit, aft cabin beauty. This boat is for the serious cruiser and liveaboard. Life's easy with roller furler jib, dodger, cockpit cushions. Also includes an inflatable & outboard. Just reduced . . .



GOLDEN GATE 34' ►

Rare tri-cabin trawler with hard dinghy on davits. Single diesel with low hours. Great for liveaboard, fishing, or Delta cruising. Anxious seller . . . \$49,500.



▼TOLLYCRAFT 34' 'LEPRECHAN'

A tri-cabin flybridge, twin crusader in excellent condition. This is a perfect family yacht that also doubles as a great entertainment weekender with friends. Try ... \$97,500.



PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly. & I may have some suggestions if you haven't decided on a specific boat.

- 52' KROGAN TRAWLER '74. Clean ferro long distance trawler. GM 6-71,
- refrig., w/d. A home afloat. 65,000.
 45' LANCER POWERSAILER '83. Twin dsls, electronics. & more. \$149,000.
- 40' NEWICK CSTM CATMRN '83. Wing mast, West sys, TransPac vet. \$96,000.
- 39' FREYA '78. Well rigged cruising cutter, Yanmar, vane, etc. \$79,500.
- 38' CUSTOM SLOOP '81. Canadian built Huntingford design. Much cruising gear. \$79,500.
- 37' SOVEREL '72. Super cruis'g slp. DS, vane, SSB, Loran + more. \$39,500.
- 36' ISLANDER '74. Wheel, Signet electronics, clean. Great Price!
 36' YAMAHA '81. (7) sails, hydraulics, whl, electronics, Clean. Inquire.
- 36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent-refit. \$29,500.
- 35' MAGELLAN '66. Mahogany planked aft cabin sloop w/S.F. berth. \$31,500. 34' WYLIE '80. Dsl, Loran, (9) sails, autopilot and more. \$49,500.
- 33' MORGAN '68. Recent refit, new diesel and sails. Inquire.
- 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, 33' NOR'WES1. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. \$49,950.
 33' PETERSON '78. Well equipt ¾ ton racer-cruiser. Dsl, electr, etc. \$45,000.
 32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! \$35,000.
 31' CHEOY LEE OFFSHORE, '69. Crusing ketch w/Loran, ddgr, +. \$29,000
 30' IRWIN CITATION '80. Diesel, refrigeration, roomy. \$35,500.
 30' ISLANDER MKII '71. Call for great price!
 30' NEWPORT MKII '77. TillerMaster, race rigged, nice. \$30,000
 30' YETERSON 1/2 TON '74. Cold-molded racer w/good inventory. \$18,500.
 30' YANKEE. Snarkman & Stephens design. Call for details

- 30' YANKEE. Sparkman & Stephens design. Call for details.
- 28' HERRESHOFF '52. Cedar on oak. Much recent work. OFFERS.
- 27' CAL '73. Well equipt racer/cruiser. Autohelm, din & more. \$14,000.
- 27' ERICSON '74. Clean with possible S.F. Marina berth. Inquire.
- 27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. \$15,500.
- 27' BANHOLM '68. Inboard FG Scandinavian Sloop. \$14,000.
- 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. Inquire.
- 26' COLUMBIA MKII '69. Roomy w/lines led aft. 2 anchors. S.F. slip. \$10,500.
- 24' NORTHSTAR-FARR 727 '76. Go fast with 7 sails, hdfoil, Barients. Offers.
- 24' NIGHTINGALE '74. Great well-equipt little racer/cruiser. CHEAP. 23' BEAR. Nice example of this traditional S.F. Bay woodie. \$4,000. CALL FOR MANY MORE LISTINGS.

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

SAN FRANCISCO BAY **BOAT BROKERS** SAUSALITO, CA (415) 332-8794

22'	Santana 3 available	'69,'79	frm 4,500.00
26'	Pearson Commander	1965	6,800.00
27'	Catalina 2 avallable	71,78	frm 16,500.00
26'	Ariel	1963	9,500.00
27'	Vega Sloop	1972	22,000.00
28'	Triton	1963	14,500.00
28'	Santana	1976	23,500.00
29'	Cal 2-29	1975	27,900.00
30'	Columbia	10000	25 500 00
31'	Mariner 31 Ketch . Travelles 2 available	1971	30,000.00
32'	Travellet 2 2 available	77, 79	trm 49,500.00
32'	Westsall Co	1974	40,000.00
34'	Westsail Cal 34 2 evallable	- 88 69	trm . 32,000.00
36'	Islander	7.075	\$1 000 00
36'	Magellan	1977	55,000.00
36'	Magellan Luders Yawi Bristol 38 Sicop Pacific 2/38 N 7	1977	60,000,00
38'	Bristol 38 Sloop	1968	43.500.00
38'	TOTAL PROPERTY OF THE PROPERTY		Service Country (Contraction)
39'	Cal 39	1977	69,000,00
39'	Freya 39 2 available	78. 80	79,500.00
40'	Farr 40 "SAGACIOUS"	1984	125,000.00
40'	Farr 40 "SAGACIOUS" Cheoy Lee Midshipman Cotch King's Legend Cruises	1975	79,500.00
41'	Milig S Legello Cruiser	1985	105,000.00
42'	Pearson 424 Ketch		125,000.00
45'	Pearson 424 Ketch	1977	145,000.00
45'	Lancer MS	1983	159,500.00
32'	Scheel Sloop	1966	24,500.00
35'	Garden Aux. Crulsing Cutter	1979	55,000.00
35'	Cheoy Lee "Lion" Sloop	1956	38,000.00
40'	Sparkman&Stephens Aux. Yawl	1960	57,000.00
45'	Spaulding Yawl	1961	120,000.00
34'	Hunter Sedan Cruiser	1955	23,500.00
34'	Chrls Craft Sedan		29,000.00
34'	Fairliner 340	1966	22,800.00
38'	Hunter Express Crulser	1960	38,000.00
40'	Pilarlm	1985	165 000 00 1
	" THERE IS NOTHING — ABSOLUTI	FLY NOTHIN	G
HA	ALF SO MUCH WORTH DOING AS SIMPLY ME	SSING ABOU	IT IN BOATS."

MILANO YACHTS

GREAT STARTER BOATS

★ 22'	McGreagor	3,000	★26' Pearson	9,000
★ 22'	Santana	5,250	★27' Coronado	9,500
★ 23'	Ericson	8,500	★27' Buccaneer	12,500
★ 24'	Windward Sloop	6,000	27' Cal 2-27 2 frm	16,500
24'	Yankee Dolphin	12,500	★27' Catalina	11,000
25'	Bahama	9,800	★27' Ericson	16,000
25'	Pacific Seacraft	18,000	★28' Newport	20,000
★ 25'	Cal 2-25	23,000	28' Islander	30,000
★26 ′	Balboa	14,500	★28' Islander	34,500
★ 26'	Dawson	18,000	29' Columbia	18,000
★ 26'	Columbia Mk II	7,900	30' Islander Mk II	28,000

CLUB RACERS — COASTAL CRUISERS

25' Yamaha \$		30' Pearson 30	26,800
★29' Buccaner 295	17,500 ★	31' Pearson 31	24,000
29' Ericson Dsi		32' Ericson	23,500
29" Ranger 2	24,500	32' Ericson Dsl	34,500
30' Catalina	34,500	33' Yamaha	. offers
★30' Palmer Johnson		34' Hunter	49,950
30' Newport 30 II ;		·34' Columbia	
★30' Islander Bahama :	39,500	34' North Coast 10.3	46,500
30' Ericson		38' Catalina	

C & C'S GALORE - DACE OR CRITISE

24' C & C	\$14,000	30' C & C ½ Ton	18,000
26' C & C	29,000	★34' C & C	56,000
★27' C & C	25,000	35' C & C Mk II	
30' C & C		★36' C & C	
30' C & C 1/2	Ton 24,750	★40' C & C 2 frm	

EXHILARATING HIGH PERFORMANCE — RACE READY

24 Nightingale \$ 9,500	★30′ J-30 38,750
★24' Farr 727 8,500	★31' Peterson ½ ton offers
★25' Merit 10,750	★33' Rodgers 39,500
★27' Hawkfarm 23,000	★33' Peterson "Stuff" 33,500
★27' Santa Cruz 14,000	★33' Peterson "Flyer" 43,950
★27' Contest 17,950	★34' Dash 38,500
28' Mair Custom 18,500	34' Wylie 49,500
★30' Olson 24,000	36' Peterson 62,500
30' Custom ULDB 23,000	55' Swede111,000
30' Pearson Flyer TRADES	,

CLASSIC CHITSEDS

★23' Bear Boat \$10,500	31' Mariner	33.000
★ 26' Nordic M/S 20,000	★38' Alden Challenger	68,000
★28' Cheoy Lee 31,000	★60' Gaff Rigged Cutter	00,000
30' Steel Schooner 36,000	Shown by appt. only	95,000

LIVEABOARDS — EXPERIENCED OFF-SHORE CRUISERS

★30' Bristol 29.9 \$39,000	37' Steel Cutter 89,950
★32' Challenger 35,000	38' Downeast 79,000
32' Traveler 44,500	★39' Lancer M/S 94,000
32' Westsall 62,500	★39' Cal Corinthian 72,000
★33' Freedom 2 frm 79,000	★41' Cheoy Lee 99,500
★34' Cal 34-2 2 fm 31,000	★43' Kettenburg 62,000
★35' Bristol 35.5 2 fm 63,000	45' Explorer
35' Niagara 89,500	★46' Formosa 99,500
36' Pearson 365 Ketch . 65,000	46' Morgan Ketch 150,000
★36'. Watkins 77,500	★47' Choey Lee115,000
37' Rafikl 85,000	, 250 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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MILANO YACHTS PRE-OWNED CRUISING YACHTS

COYOTE



This 1980 Wylie 34 "COYOTE" has been carefully equipped and cared for by its original owner. Although she has been successfully raced in the bay and the ocean, her careful maintenance has kept her in perfect condition . . . even her mast has been redone. The versatile fractional rig allows for racing or cruising with excellent performance. Nothing was spared in sailing instrumentation and all electronics are in fine working order. Electronics include masthead wind instruments, speedo/log, depthsounder, VHF, Loran C and autopilot. There are nine bags of sails for bay and ocean conditions - the main and the number three are brand new! She is just great. See her at our docks now. Priced at \$49,500

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It's our full service and dedication to serving all of your boating needs that makes us the exception to the norm. We have the people, the knowledge and the desire to assist you in finding "just that right dream." Remember "Brokerage is our Business," who better to serve you than an office with a single purpose. - Ed Milano

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Niagara 35 "GENESIS"



It is difficult to describe this fantastic yacht. The owner purchased her new and then equipped her for an extended cruise to the South Pacific. The Niagara 35 is built by Hinterhoeller Yachts in Canada, one of Canada's outstanding builders. In outfitting the vessel, the present owner followed the builders example and used top of the line products installed for ease of use in port and at sea.

The list of equipment and modifications is much too long to include here; the following partial list includes: Simpson Laurence #555 2 speed windlass-35 lb. CQR, 22 lb. Danforth, 600 feet of anchor rode—2 depthsounders—Alpha Marine autopilot with remote and wind vane—Halon fire extinguisher—diesel space heater-90 amp alternator for 3 105 amp house batteries-55 amp alternator for 100 amp engine battery—charging systems completely separate with controls for cross charging if necessary—propane stove—cabin electric fans—full dodger—full overboard safety gear—misc. custom wood work for storage of

Sails: Main (triple stiched, 100% jib, 135% Genoa, 70% Jib, Storm jib, Tri sail, Spanker.

An absolutely stunning yacht! Call Ed Milano for additional information.



"JADE STAR" CAL 2-34

A perfect Cal 2-34 in outstanding condition. Fully outfitted for liveaboard. Installed microwave oven and coffee-maker are just the beginning of her long list of accessories: CNG stove & oven, Cold Machine, 30 amp charger, Cole fireplace, H/C pressure water with shower, Halon extinguishers, telephone jack, clock & barometer and full electronics. She is ready to move aboard or to cruise this summer! Ask for Ed Milano.



CATALINA 38 1985

Fully equipped all gear up graded by the present owner. Teak and Holly cabin sole, Teak interior, fabric cushions. All lines lead aft, Hood foil system, Signet 1000, 1500 and 2000 instruments, Main, 3 Jibs, Spinnaker, Hydraulic backstay. She is in great

Call Ed Milano for details.

\$63,000



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27' CAL SLOOP. VHF, DS, RDF, autopilot, Delta cover, poptop, 8 bags sails. Set up for singlehanded cruising. Asking \$10,500.



23' BEAR BOAT. Famous Bay class sloop. This one has cruised Mexico. Maintained in pristine condition. Asking \$8,000.



32' ATKINS designed "ERIC" KETCH. Traditional double-ender. Original Westsail 32-type cruiser. \$39,950/Offers.



33' TRADEWINDS M/S. Teak hull. Ford dsl, Loran, SatNav, inside/outside steering. Has cruised East coast, Central America, Pacific. \$28,500/Offers.



36' CHRIS CRAFT SEDAN. 1947, Classic. Twin Chevys rebuilt '87. VHF, DS, new paint inside/out. Kept in covered berth. Excellent liveaboard. \$19,750.



40' TRINTELLA or VICTORY KETCH. Van der Stadt design. Imported from U.K. Popular European cruiser. Loaded with gear. Atlantic veteran. Try \$69,000.



35' ALBERG SLOOP

Volvo diesel, 9 bags sails, VHF, depthsounder, wheel steering. Classic fiberglass full keel cruiser.

Asking \$33,000.



57' CUSTOM HERRESHOFF. Ketch, 1981, fiberglass. Excellent charter capabilities. 3 staterooms.



50' CLASSIC STEPHENS MOTOR-YACHT. W/Flybridge, 1928. Twin Detroit diesels. Port Orford cedar. Generator. Covered berth. Asking \$49,950.



26' SEABIRD YAWL. Classic seagoing design. Gaff rigged, Volvo diesel overhauled '86. Try \$7,500.



30' CSTM FARALLON SLOOP. Launched '81. Fiberglass hull, very attractive wood interior. VHF, depthsounder, autopilot, Superspar rig. \$24,000/Offers.



25' RHODES MERIDIAN. F/G sloop. VHF, inflatable dinghy, 5'11" headroom. Clean and ready to go. Asking \$6,500.



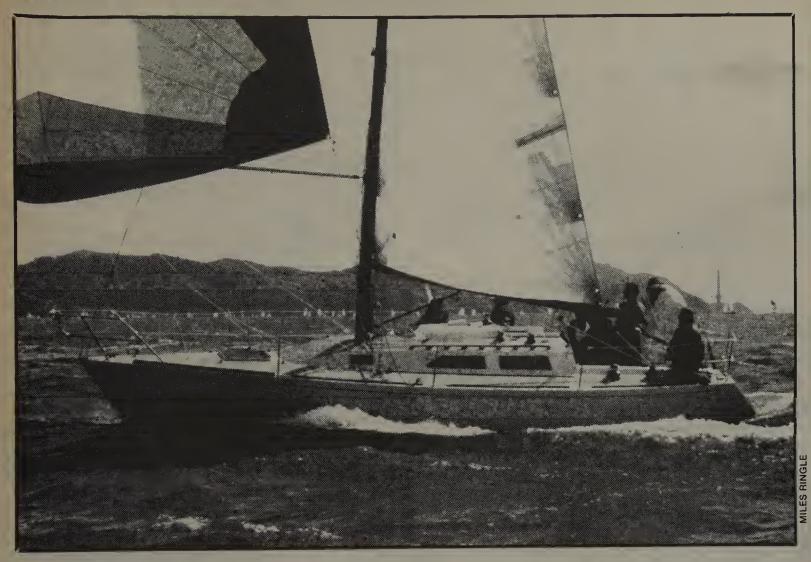
32' ARIES SLOOP. 1979. Fiberglass version of wood classic. Westerbeke diesel. Ideal coastal cruiser. \$37,500.



1980 SHAMROCK 20' CUDDY CABIN. I/B, VHF, DS, Delta cover, trailer. Asking \$11,500. We have 3 other boats with trailers in this range at our office.

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WEST COAST'S CRUISING SPECIALISTS SINCE 1956

THERE IS ONLY ONE BEST OF ANYTHING.



EXPRESS 34 — 1986 BOAT OF THE YEAR.

SAILING WORLD selected one boat - the Express 34 — as Overall Boat of the Year. The competition included everything from Beneteau, Ericson, and J-Boats, to Frers and Sabre, on up to Hinckley. All elements of the boats considered: design, construction, quality of finish, interfor arrangement, deck and cockpit layout, sailing performance and price.

SAILING WORLD says of the Express 34:

- She represents boat building "taken to its highest art form."
- She is "easy, but exciting to sail."
- She is a boat for a "wide range of sailors, both around the buoys and on the cruising grounds where her simple elegance will make heads turn."

Add the Express limited lifetime warranty and high resale value, and you have your "boat of the year" for years to come. Because there is only one best of anything.



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San Francisco's Yacht Broker since 1969

32' VALIANT. Bob Perry design. Sturdy cruising boat used very little. In excellent condition, recent epoxy bottom job, seller will consider a smaller boat in trade or property. Make offer.

37' EXPRESS. Full race inventory but has never. been raced or abused. Maintained in bristol condition. Seller's have moved up to a new Nordic so it's priced to sell, HURRY at only \$98,500. this boat is going to sell fast.

55' FELLOWS & STUART KETCH. This sturdy yacht has thousands of miles under her keel. Recently returned from the S. Pac. and ready to go again. Meticulously maintained, she's for sale at a very attractive price. Call for more details on this rare find.

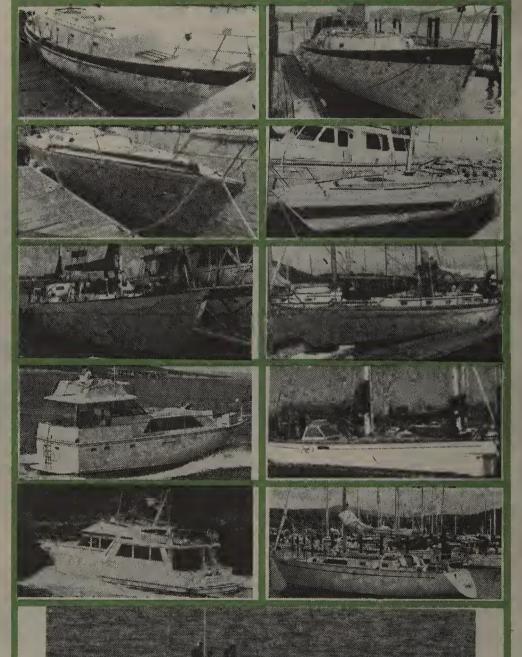
HATTERAS. Huge aft deck w/enclosure. J&T dlesels provide plenty of power for fast trips up the Delta. Impressive inventory including liferaft, whaler, autopilot, dual VHF's, radar, windlass, outriggers, the list goes on. Asking only \$169,000.

48' NORDIC. The ultimate in a New Boat! Built for the knowledgeable yachtsman. Custom design and watch the building of your own boat, then embark on a once in a lifetime adventure cruising the Pacific Northwest. Also available in 50' and 52'.

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30' ISLANDER MKII 4 frm 21,900
30' CATALINA 31,500
33' RANGER 34,000
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36' ISLANDER FRPRT 2 frm. 60,000
36' ISLANDER 56,500
37' SOVERAL 39,500
38' ISLANDER 110,000 *
38' CATALINA SLOOP 69,500
39' FREYA 79,500
39' CAVALIER (NEW) OFFERS
39' WESTSAIL CUTTER 79,900
40' CHALLENGER 89,000
40' MORGAN KETCH 70,000
40' ACAPULCO 89,500
40' NORDIC 160,000
40' GULFSTAR 84,995
41' NELSON/MAREK sip OFFERS
42' PORPOISE KETCH 125,000 ★
44' PETERSON 3 frm 110,000
45' PORPOISE KETCH 125,000 ★
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48' PILOTHOUSE KETCH . 250,000 *
50' SANTA CRUZ 169,000

Plus Many Others ★ San Francisco Berth Included



hatters Make your dreams come true with this truly better than new yacht. Just a little over two years old, this yacht has only 600 hours on the engines. Capable of accommodating 6 in three staterooms with three full heads. This immaculate vessel is perfectly suited for either long distance curising or weekend retreats up the delta. Available for \$250,000 less than replacement this boat is a must see. Seller has purchased a larger vessel from us and will consider offers.

44 CT CUTTER. Modern design and lots of room describe this 3 year old cutter. Large salon, 2 heads w/showers, 2 private staterooms and a huge galley make for great comfort at dock or at sea. Priced at only \$108,000. It will not last long.

50' DAVIDSON. "Great Fun", Professionally refinished from top to bottom with many upgrades. Better than new and now ready to go out there and WIN! Trimble, B & G 290 system, very complete inventory. Ideal for TransPac, Big Boat & Mexico. \$125,000.

ALDEN Only two years old. One of the finest yachts in the world. The definition of grace and tradition. Fully equipped from autopilot to liferaft. Maintained to the highest standards. If you wish the best, 'Savoir Faire' should be on the top of your list.

40' PETERSON Handsome and sturdy racer/cruiser. Unbelievable inventory! 14 sails, SSB, Trimble, Fax, Sat nav, Autopilot, microwave, and lots more. Comfortable Interior with aft cabin and huge nav station. Priced very competitively at \$85,000. Will consider trades.

34' NORDIC. Incredible NEW design by Bob Perry. Built in the Nordic tradition with no skimplng on the details. Every appointment done to perfection. Call us today about our special "cost-plus" savings package available on the first boat delivered on Bay.

POWER

21'STARFIRE	\$24,000
80' TROLLER	. 48.000
0' CLASSIC FAIRCHILD	. 44,750
33' PACEMAKER	. 15,000
84' RIVA	125,000
34' CLASSIC CRUISER	. 42,000
15' VIKING CONVERTIBLE	104,000
II' MOTOR YACHT	159,000
12' PRESIDENT SF	160,000
2' HATTERAS LRC	169,000
13' HATTERAS MY	169,000 /
3' HATTERAS MY	225,000
14' PACIFICA SF	240,000
4' PACEMAKER SF	129,000
60' OCEAN	250,000
52' BLUEWATER	170,000
3' HATTERAS MY	565,000 +
5' STEPHENS CRUISER	125,000
7' DAYTONA YF	309.500
8' HATTERAS MY	250,000
3' FLYBRIDGE MY	290,000
O' HATTERAS CMY	895,000
O' MOTORYACHT CON	375,000 +
6' BROWN MY	585,000
;	,500
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